



# RUPANEWS

Journal of the Retired United Pilots Association

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## PRESIDENT'S MESSAGE

Fellow RUPArians, There has been some positive movement on the pension relief effort. Both the House and Senate have picked their negotiators for the committee to work out their differences on a final bill. Legislation providing \$80 billion in temporary relief over two years to companies that are struggling to fund traditional pension plans has passed both the House and Senate. But the Senate added an estimated \$16 billion more help for airlines, and steelmakers, as well as aid for multi-employer pension plans in the trucking and construction industries. Administration officials object to the additions made by the Senate and have recommended that President Bush veto the final version if it contains the Senate version. The Conference Committee would like to present a finished bill to Congress and have it passed before the struggling companies have to make their catch-up payments this spring. We encourage you to call or write President Bush and ask that he sign HR3108, the Pension Reform Bill. The number for the White House Comment Line is (202) 456-1111, or email him at [President@WhiteHouse.gov](mailto:President@WhiteHouse.gov). You can call or write more than once.

United took a little heat from our legislators when 119 members of Congress Sent letters to Tilton asking the company to reconsider cutting our medical benefits. Of course his answer was the company needed the cuts to come out of Bankruptcy. Judge Wedoff announced the members of the pilots and management committees who will represent us in the proceedings before the court on this very matter. The members representing the pilots are: Alan Black, Roger Hall, Harlow Osteboe, William Palmer, and Jerry Terstiege. You may recognize some of the names from their work in ALPA. I thank them all for stepping forward to represent us in these most difficult negotiations.

I have had reports that the National Air and Space Museum has sent out Registration Packets for the Wall of Honor. If you haven't received yours yet, please stand by, it should be in the mail to you soon. Please read "Secure Your Place in History as a Member of RUPA (Part II) in this issue of the *RUPANEWS*.

United Airlines has once again pushed back its target date for emerging from bankruptcy. It is widely believed that United is waiting for both Congress to pass the Pension Reform Bill, and the Air Transportation Stabilization Boards approval of its loan guarantee. It is believed that the ATSB has asked United to cut about \$100 million from its loan request. If that is true, the ATSB may be willing to guarantee a loan of about \$1.5 billion. If United receives the loan guarantee, they could be expected to emerge from bankruptcy no earlier than July. We will have to stand-by for this to play itself out.

Georgia and I attended two retirement parties this month. On the sixth of March we attended the Council 34 party in San Francisco and on the twentieth of March we attended the Council 57 party in Los Angeles. Both parties were well attended as friends and families celebrated the retirement of well over 200 new retirees. Welcome to RUPA new retirees!

That's it for now.

Fraternally, *Rich*

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## A THANK YOU FROM THE SHEILA SAVAGE FAMILY

Dear RUPA Members: Sheila Savage and family wish to thank you for your kind thoughts and condolences on Jock's "flying West."

We would also like to express our heartfelt appreciation for your generous RUPA donation to the Gordon "Jock" Savage Memorial Flight Scholarship fund, which will award two scholarships each year to deserving Civil Air Patrol cadets and Royal Canadian Air cadets respectively.

Sincerely, *Sheila M. Savage*

### United Airlines Retired Pilots Foundation, Inc.

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

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## DANA POINT LUNCHEON

RUPA Lunch at Dana Point Harbor, Dana Point, CA, *Wind and Sea Restaurant* March 16, 2004

On Deck under the Blue Umbrellas: Park Ames, Carlos Bernhard, Walt Bohl, Bruce Dunkle, John Grant, Pete Hansen, Rick Hoefler, Al Hooper, Ed Judd, Jim Keeshen, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Tony Testa, Joe Udovch, and Jack Healy.

Early arrivers had already staked out great seating on the viewing deck. Conversation was heating up on the latest on who was representing us, the Retired Pilots, in the Bankruptcy court of Judge Wedoff? The retired IAM and the AFA seem to have their act together. What's with our Retired United Pilots? Who is really representing us? Any delay seems to be to our benefit! Looks like we are backing into a new 'Administration'. Now does that make sense for our pension?

Walt Bolh brought a copy of "75 Years The Heritage of Los Angeles World Airports" for all of us. Thanks Walt! This special historical publication traces the creation of LAX from a bean field with dirt runways in 1928 (MinesField) to present day LAX. Lots of good pictures and big print too!

Now here is a short story that one of our lunch pilots wrote for me. He wishes to remain anonymous! "How I was downed by a P-51" I was flying into Oshkosh back in the 70's in my Cessna 195. There was a strong crosswind and I made a fast approach and landing. As I crossed the threshold, I noticed a P-51 holding short. The field was being controlled by flagmen stationed at the end of the runway. As I landed and tried for the first turn off marked with cones, I was too fast. I went for the next turn off. Next thing I heard a huge engine roar and my plane was hit! I felt hot fluid on me and in an instant imagined gasoline and burning so I made haste out and away from the aircraft. Seems that after I had landed, the P-51 was cleared into position and take off. The P-51 pilot couldn't see ahead over the nose. As his tail came up, he saw me and tried to make it over me, but failed. The P-51 wheels did a touch and go on top of my wings and the tail wheel ripped open the top of my fuselage like a tin can and broke off the main wing spar behind my head. My prop cut a coolant hose on the P-51, which explained the hot fluid. The P-51 managed to land on another runway. Both pilots were unhurt! The P-51 lived to fly another day however my (new to me) Cessna 195 was a write off. It's one I walked away from or RAN away from.

Next meeting: April 20<sup>th</sup>. Regards to all, *Ted*

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## DENVER GOOD OL' BOYS

The March meeting was held on schedule, on Mar. 16, at the *American Legion Post 1*. The absence of dis-taff presence probably allowed the assembly to get more raucous than otherwise, however order was re-stored sometime around the sounding of the dinner bell. The vittles were up to the usual (high) standard and this scribe heard no grumbling. During the BBM (boring business meeting) it was noted that with pas-sage by the US Senate of the 'Pension Reform Bill' and previous passage by the US House, it is beginning to appear that this important legislation is likely to become law. The vote in the House was by a majority of 397-2 and in the Senate the vote was 86-9, well beyond the supermajority required to override any possible (but increasingly unlikely) veto. This legislation is very important to us and to UAL.

The upcoming RUPA sponsored visit to the bran-new Udvar-Hazy addition to the National Aviation and Space Museum was presented, along with information about same to those interested.

There being not much additional information, the convocation adjourned at a respectable hour.

Those who made muster were: Jimmy Allen, Barry Edward, Mike Williams, Bill Hoygaard, Bob Dietrich, Al Snook, Mack Connelley, A.J. Hartzler, Bill Hanson, Dick Grant, Dick Wagner, Dan Wine, Bob Clipson, Bob Blessin, Jim Hixon, Maury Mahoney, Peter Lynch, Curly Baker, Charles Fellows, Bob Sannwald, Norm Miller, Ralph Wright, John Allen, Jack Turner, Steve Pahs, Bob Crowell, Hal Krause, R.O. Stewart, Pete Delo, Don Johnson, Carl Harder, Tom Gordon, Bill Fife, Jim Harris, and the scribe and coordinator,

*Ted Wilkinson*

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### 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

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## GOLD COAST FLORIDA GROUP

The South Florida RUPA group met on the 12<sup>th</sup> of February and a good time was had by all. We were all saddened by the passing of Jock. He surely had a lot of good friends and we will miss him. What a great writer he was. He would have made it in a lot of professions. We were lucky he chose ours. They finally closed the Miami crew base. When I moved here in 1964, they told me not to buy a house; the base would close any day now. I believe I'm in my 6<sup>th</sup> house since I heard that news. It is indeed sad for the people who love it here and now must commute.

Present on Thursday were Bill Lancaster, Vince Canavan, Les Eaton, Noel Summer, Paul Livingway, Jimmy Carter, Lyn Wordell, Warren Hepler, Ned Rankin, Peter Gallant, Ham Oldham, Bob Hein, Bill Garrett, Paul Dunne, Dick Wiley, Ed Wheeler, Hambone Wilson, Hank Fischer, Terry Lewis, Tom Llewellyn, Don Llewellyn (Tom's Son), Stan Blaschke, Dave Peat, Dick Bodner, Duane Harrison and me, Jerry Bradley.

Our next get together will be on March 11<sup>th</sup>, 11:30, at the *Flaming Pit Restaurant* in Pompano Beach. Call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145 for more information. To get on our reminder list of post cards, call me at 561 994-6103. Until March for Jim and Stan, I'm *Jerry Bradley*

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## GOLD COAST FLORIDA GROUP

The South Florida group gathered at the usual place on March 11<sup>th</sup>. I wasn't there this time. Jimmy tells me that two airplanes flew in from the west coast containing, Jim Good, Gene Chapman, Jim Sutton, Ellis VanAlstine, and Don Sullivan. We are fortunate that Pompano Airport is across the street from our meeting place. Arranging a ride from the airport is never a problem. I won't speculate on what was discussed so I will go on with the attendance.

In addition to the names above, in attendance were Stan Blaschke, Bill Meinert, Hambone Wilson, Hank Fischer, Paul Livingway, Vince Canavan, Terry Lewis, Dave Peat, John Bieger, Warren Hepler, Jimmy Carter, Ned Rankin, Lyn Wordell, Ed Wheeler, Walt Kimmey, Sid Sigwald, Dan Petrovich, Peter Gallant and Bob Langevin.

We meet next month on the 8<sup>th</sup> of April for the last time this Spring. As always, if you have questions about our operation, call Jim Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. Until next month, I am *Jerry Bradley* for Jim and Stan.

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## LAX SOUTH BAY LUNCHEON

Eighteen of us met for our South Bay lunch. Walt Bohl gave a presentation of the new museum at LAX. The museum gives a history of LAX. It is located at the old Imperial terminal on Imperial, on the South side of LAX. At this time it is open on Tuesday and Thursday, and one Saturday a month.

Butch Trembly filled us in on the health status of his father, Dusty, who is not doing to well. Loyd Kenworthy just returned from Tahoe where he had been skiing with 85 year old Burt Jensen who is still going strong.

Those attending were; Loyd Kenworthy, Dick McKay, Don Krueger, Joe Svendson, Walt Bohl, Sharon Crawford, Butch Trembly, Barbara Griffin, Gerry Beyer, Walt (attends every time) Albright, Van Blake, Jim Rollins, Margaret & Charles Barnard, Edna & Lee Cameron, Linda May, and yours truly *Rex May*

### 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

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## FIRST NOR' EASTER'S' LUNCHEON

On March 23rd the first luncheon meeting for the NOR' EASTER'S' was held at the *Radisson Hotel* in Plymouth, Mass. Those in Attendance were: Joe & Pat Ferrie, Tom McMichen, Bruce Richards, Gene & Joann Peterson, Ann Hammond, Ron & Marie Jersey, Ken & Karl Perkins and guests, Jerry & Sharon Poulin. It was considered a good beginning for the New England contingent that has been looking for a meeting place with RUPArians that is a little closer to home. We plan to meet on May 4th in Sturbridge, Mass. (The restaurant will be decided on later). The plan is to set meeting dates around the New York Skyscrapers or other RUPA functions so that there will not be any conflicts. If you have any interest in joining this group please contact Joe Ferrie.

(e mail) [jferrie@charter.net](mailto:jferrie@charter.net) *Joe Ferrie*

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## NORTH COAST FLYERS

February 19, 2004. Finally back on a regular scheduled meeting at TJ's in Wooster, where the winter stay at homes gathered. Even the fantastic 50° degree weather did not bring out the snowbirds.

It did however bring out Dr. Chuck Hoyt, local flight surgeon and aviator extraordinaire. Charlie has known many of us intimately for many years and was a welcome guest.

Additionally, we were joined by Jack Preston , long retired CLE CREW DESK Dude. Some fun stories from his side of the desk and no one was spared.

Dick and Mary Lou Sanders and Dick and Joanne Orr are trying to drum up a *Cleveland Crazies* gathering on the RUPA Cruise, and the sooner you book, the better the accommodations. More information on the RUPA web site.

Regulars attending were: Ed and Barb Griffith, Dick Sanders, Jim Burrill, George Bleyle, Dick Orr, Ken Wheeler, and Richard McMakin. Bob Olsen was here from his work release program.

My thanks to Ed Griffith for doing yeoman service in November and January. You did good!

We shall meet again on the 18th of March at TJ's in Wooster, Ohio at 1300 hrs. Walk and (drive-ins) are always welcome.

From all of us on the North Coast, our sincere sympathies on the loss of Jock Savage. He shall be sorely missed. *Richard McMakin*

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## NORTH COAST FLYERS

March 18, 2004. The North Coast Cleveland Crazies met again today at *TJ's* in Wooster and quality not quantity was the order of the day. A total of eight stalwarts managed to maintain the average decibel level of larger meetings.

Our regular humorist, Ken Wheeler, went to the well and came back dry, but we were entertained by the Bill Dilzell/Rick Ogden candy bar story. Past chair of the MEC Uniform Committee, Dave Suits, announced he would be in a position to place one of his earlier uniform shirts on E-Bay, with a pilot discount. Other members present were Vic Popelars, Ed Griffith, Gene White, and your recorder, Richard McMakin. We shall meet again on the 15th of April, and do hope that some of our snowbirds will have returned, like the buzzards to Hinkley, Ohio.

Beware the ides of March...

### 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 [clevspring@comcast.net](mailto:clevspring@comcast.net)

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

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## PHOENIX ROADRUNNERS LUNCHEON

The Phoenix Roadrunners met at our regular meeting place (*Best Western Scottsdale Air Park*) on March 12<sup>th</sup> 2004. Frenchy was unable to attend as he was in VA with Millie's very ill Mom. He must have done a great Job with his nursing skills as she is home now after 8 days in ICU. So Millie & the Killmon's did their best with our St. Patrick's Day celebration and meeting. Millie took care of the greetings and Lunch money down in the Pilot's Lounge, but breath was very short that day so Ken Killmon & PJ took over for the remainder of the meeting. Thank You.

We had one of our members, Gene Paquette, entertain us by playing his Whistle. When he played (*When Irish Eyes Are Smiling*) and (*I'll Take You Home Again Kathleen*) our whole group joined in singing. Welcome back Gene and big Thank You from All of Us. We had Jokes for the Day from Lois Scroggs & Mike Carlin. We have a fun, and a very caring group of members.

Frank saw to it that we had a wonderful luncheon of Corned Beef & Cabbage with all the other goodies that go with it. We even had one take out to Betty Bleser. She sent check with her son, Wayne to bring her meal home. Betty had a kidney removed so wish her a speedy recovery.

We had 3- Prizes for the day. First name drawn was Millie for the Shamrock Plant. Draw again. Well the second time my name came up so the group said take it home Millie that Plant is meant for you. Pilot's Winner was Bob Tokle. Ladies winner was PJ Killmon. We have decided to have these drawing each meeting as everyone got a kick out of it.

In Attendance: Fred & Sandy Anderson, Bill & Lillian Bay, Betty Bergbower, Millie Bourgeois, Mike Carlin, Ken & PJ Killmon, Cory & June Liston, Phil & Pat McDonald, Gene Paquette, Don Prestin, John & Shirley Prestegaard & Guest, Wayne Bleser, Charlie Schwob, Bob Steeneck, Roy & Lois Scroggs, Bob Tokle Don Toeppen & Guest, Mary Tobias.

Looking forward to our next meeting on April 9<sup>th</sup>, same place, same time. This will be our last meeting until October, so please make a real effort to come. Phone# 480-948-1612, or E-Mail [fbougeois@earthlink.net](mailto:fbougeois@earthlink.net), or Ken Killmon [flyawayk@cox.net](mailto:flyawayk@cox.net).

Wish All Of You Good Health, *Frenchy & Millie*

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## SAN DIEGO LUNCHEON

We had our usual group at our meeting the 2<sup>nd</sup> Tuesday at the *San Marcus Country Club*. Bill Pauling, Bob Hollis, Bob Harrell, Pete Moyer, Don Trunick, Hugh Wilson and my self. This is just the right size for conversation. We will always welcome more. *Bob Bowman*

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## SEATTLE GOONEY BIRDS

The Seattle Gooney Birds met for lunch today 02/19/04 at the *SEATAC Airport Marriot Hotel*. We welcomed a new member, Dixon Smith, who retired early from UAL.

Al Black spoke at length about UAL's policy of removing pass privileges if the fees are not paid within 90 days of the billing. It is a two strikes you're out permanently if there are two occurrences.

Al also talked about the need to support the Retired United Pilots' Foundation. Tribute was made to Jock Savage, who did such a fine job as Editor of the *RUPANEWS*.

After a couple of jokes the meeting was adjourned. Our annual Co-ed Luncheon will be on May 20.

In Attendance: Les Shea, Al Black, Mac McFarland, Mark Gilkey, Gerry Pryde, Fred Sindlinger, Tom Smith, John Bley, Bill Stoneman, Dick Weisner, Chuck Westpfahl, Rex Janpy, Dixon Smith, Howard Holder, Dick Anderson, Bill Lambertson, Alex Dunn, Ray Hull, Vince Wormser, Vince Evans, Neil Johnson, Tim Joslin, John Turbeville, And Bill Brett.

Fraternally, *Bill Brett*

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## SEATTLE GOONEY BIRDS

The Seattle Gooney Birds met March 18, at the *Seattle Marriott*. Great turnout for a blustery March day: Fred Sindlinger, Gerry Pryde, Bud Granley, Alex Dunn, Vince Wormser, Dick Weisner, Dan Jessup, Bill Stoneman, Dave Carver, Carl Fein, Herb Marks, Bill Raimer, Bill Brett, Jeff Roberts, Mark Gilkey, Jim Barber, Harvey Beery, Alan Black, Chuck Westpfahl, Bob Wulff, Jack Brown, Howard Holder, Don Anderson, Rex Joseph, Bob Reid, John Turberville, Neil Johnson, Don Cobb (new guy), Chuch Podhasky, and Mack McFarland.

Did you notice the name up there - Alan Black. Alan is one of 5 who represent "us" in the negotiations with UAL in the bankruptcy hearings in the area of medical benefits. He, and "our" team, receive NO pay for this job. Their expenses are paid by UAL. They do not report to RUPA or URPA or UAL. They are there to negotiate the best possible medical benefit package for us. At this point their job is to determine who retired with what. He reports that the oldest known retiree at this time is 102. His "medical benefit package" is probably very different than that which was promised to those who retired in May, 2003. ALPA has, on microfilm, or stone tablets, a copy of what was promised to each group in the way of medical benefits as each retired, but if you are one of those who keeps everything (at least as far back as 1978) and can find a copy of what your medical benefits were promised to be upon retirement, please contact Alan Black - [blackbirds99@msn.com](mailto:blackbirds99@msn.com). As an incentive to attend next month's meeting (April 15) Alan intends to talk to us about what he just heard. In the event he is in negotiations he promises to send us a letter to be read at that meeting.

If you have not already done so, please mark your calendars and plan to attend the Gala 2004 Couples Gooney Birds Meeting May 20. The cost is \$20.00 per person AND that includes parking.

We will have the latest information available on our once proud company - or will convincingly lie to you that we do. The only reality is that sharing adversities dissipates their effect, and, that it is just plain fun to be together. See you there? *Brent*

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## SW FLORIDA JANUARY LUNCHEON

The second Monday of January was another beautiful winter day in SW Florida. The temperature hovered in the mid seventies under clear blue skies. Over forty retired pilots and some of their spouses had lunch and great conversation at the *Olive Garden* of Fort Myers, Florida.

After opening with a moment of silence and a prayer for those that have flown West, new members were introduced. John Champion and his wife Betty. One may remember him from the ORD flight office. A visitor from NYC, (Monroe, NY), George and Patsy Haslett, Doug Williams, a new retiree from Punta Gorda, FL was introduced by Jim Druyor. Welcome to SWFLRUPA.

A phone call to Chuck Monahan in Boston was encouraged. At the time he was rescheduled for an esophageal resection and removal of a tumor. The operation was set back a week to January 28th at Mass General Hospital. Many friends have called Chuck and wished him good wishes for a successful and quick recovery from his surgery. He will be rooting for the *Patriots* in the super bowl. He is very upbeat about his ordeal. The mass market discount on Sprint cell phone service was confirmed by Will Collins and Tom Emborsky. In order for one to get the discount, call Sprint at 1-888-496-1472. Tell the business office that you are a UAL retiree.

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## SW FLORIDA FEBRUARY LUNCHEON

The February luncheon was held in conjunction with the John Donahue Memorial Mass. The memorial service was well attended except that only a few pilots showed up for the service. The Memorial started at 11:00 which is our usual luncheon time so the luncheon was delayed until 12:00. When we arrived at the restaurant we were greeted by a crowd already half way through their lunch.

Rip Curtis, Al May, Ellis VanAlstine and yours truly attended the Memorial Service. After the eulogy I recited the poem "High Flight" and because of the time crunch left before the recessionary "Amazing Grace". I am truly sorry for that. We arrived over a half hour late to lunch at the *Olive Garden* because of traffic for the eight mile trip up the Tamiami Trail. It is "the season" here in SW Florida and the traffic was bumper to bumper.



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Before UAL filed for bankruptcy, the RUPA members were asked to write to the ATSB (Air Transportation Stabilization Board) to back a 1.8 billion dollar loan. President Bush was on that board. He elected not to back UAL and as a consequence UAL filed for bankruptcy. After they filed for bankruptcy, UAL applied to the same board and were turned down because they did not have a sound business plan. Was there something in the ESOP that the administration did not like? Empowering the working class? Perhaps!

After that announcement someone in the crowd said, "now enjoy your lunch". Someone else muttered, "this is an election year you know". Rich Bouska was supposed to be in attendance at the luncheon. Because of the passing away of the great liberal leader Captain Jock Savage, he was unable to attend. The tone of the luncheon crowd was affected by our loss.

Those attending the luncheon were: Ray Brooks, Gene Chapman, Don Kinkaid, Jim Scherer, Jim Boyer, Helen Thomsen, Verne Cummins, Ray & Twila White, Jim Sutton, Ray & Patty Rettig, Bill Bates, Al May, Ellis VanAlstine, Duncan Fleming, Joe Lezark, Jim Good, Don Sullivan, Mike Jones, Don Wichelt from Monona, Wisconsin, Ed Rooney, Faith Osborne, Jack Sodergren, George Haslett, Bob & Elizabeth Maben, & Rip Curtis.

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### SW FLORIDA MARCH 'OUTLAW' LUNCHEON

Thirty six RUPA members, spouses, and guests enjoyed a beautiful drive to the *Olive Garden* in Fort Myers for lunch the second Monday of March. "Beware the Ides of March." The temperature in the North was warming and the Florida weather was clear and cool. By consensus of the members, the last luncheon of the season will be held the second Monday of April. A few wanted to get together all year. Those that want to attend were granted their wish without support. They can even change the venue for their liking. Chuck Monahan was thought of in our prayers. Wishes for his continued recovery from cancer surgery were asked. Ed Prose was in attendance after missing last months meeting. He is undergoing chemotherapy and it caused some weak feelings. He looked good.

Noted was the run-up of the UALAQ common stock price. Duncan Fleming heard that there was a rumor of the sale of our company!! Well, anything can happen when in bankruptcy. The surge lasted a day or so. Just enough for some "sucker" to buy.

Again, there was a request for the members to call the White House to ask President Bush to sign the pension reform bill, (HR3108). Bush said he is going to veto it. Call 202-456-1111. Or, send an e-mail to [President@WhiteHouse.gov](mailto:President@WhiteHouse.gov). Remind Bush that we need our pensions if he needs a job. He works for us. Yeah, right! There are several small airlines that are opposing UAL getting the loan backing because of TED, the low cost airline within our airline. This will affect our retirement in a BIG WAY! Some of these airlines are from Texas. Do you think the country needs a change?

What do you think will make these luncheons more enjoyable. Bring more jokes! Not such serious stuff as our forgotten promises like free pass travel and no cost medical insurance. Where is our ESOP investment of "sweat equity?" In the common stock soon to be zeroed out. Stuff like that makes one wonder if we are in the right party. Remember this is election year. What if we have to go to the PBGC for our pensions? How will it affect our life style? Some better, some worse.

Then the UDVAR HAZY Wall of Honor was discussed and it was brought to the attention of the non-members that only RUPA members will be honored. Or, a memorial for a pilot deceased will be honored for a \$100.00 support fee. Each panel has 1008 names on it and RUPA is "on the hook" for \$30,000.00, a quarter panel. Each panel fee is \$110,000. This is to help pay for and maintain the museum. Everyone was encouraged to participate. We want at least a whole panel. Right? We have so much to be proud of!!

Enjoying the Italian cuisine were: Dick Sherman, Hal Bickham, Tom Willman, Will & Sally Collins, Duncan Fleming, Jim Ralph, Harry & Marvis Long, Carey & Bob Hitt, Ray & Twila White, Ellis VanAlstine, Bob Falke, Al May, Don Wichelt, Norb Cudnowski, Richard Barros, Jack Sodergren, Faith Osborne, Bill & Inge Phillips, Dave Wege, Jim Boyer, Neil & Vicki Bretthauer, Bob Hostler, Ed Prose, Jim Sutton, Gene Chapman, Jack Taffe, Chuck Hughes, Jim Druyor, Al Cavallaro, Wes Leighton, Don Livingston, Dick Travas, Mamie Thompson, Don Sullivan and Rip Curtis who is always asking for dessert. Remember to keep your mail, telephone & e-mail updated. Till next time. Fraternally, *TJ Sobota* [swflrupa@yahoo.com](mailto:swflrupa@yahoo.com)





**Some of the “Boys”, as pictured:**

Barney Hagen, Cam McEachern/ Russ Cottle, Rich Bouska/ Jim Mansfield, Kel Carson, Ed Akin/ Neil Brooks, Ed Pogue/ Jerry Quitney, Ed Akin, Bob Kallestad/ John Stefanki, Ken Breitschopf/ Walt Ramseur, Bill Knight, Bob Callaghan, Neil Daniels/ Tom Kirby/ Howie Jundt, Bill Callaghan/ Doug Nicholson, Barrie Nelson, Harry Adair/ Lee Francis, Jerry Udelhoven, Larry Henderson, Mike Donnelly/ Rick Saber, Bill McGuire/ Chuck Podansky, Dave Landry/ Howie Schmitz, Norm Marshall/

Bill Knight, Ron Weber/ Barry Edward/ Bill Smith, Dick Hooning/ Cliff Terry, Joe Ferrie/ Bob Soergel/ Cleve Spring, Bill Authier, Sam Cramb, Gerry DeLisle/ Harry Oas, Bill Smith, Ron Jersey, Tom Bredis/ Ken Ledwith, Sam Orchard/ Jim Adair, Duke Miller/ Sam Cramb & the GGeezers.

**Thanks** to **Cam McEachern & Barney Hagen** for acting as greeters, **Barney Hagen** for the photographs, **Bob Donegan** for the UAL historical display and **Bruce McLeod** for setting up the digital projection equipment.

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## HOW CUTS IN RETIREE BENEFITS FATTEN COMPANIES' BOTTOM LINES

Trimming a Health-Care Plan Creates Accounting Gains, Under Some Arcane Rules A Shield Against Rising Costs  
By: ELLEN E. SCHULTZ and THEO FRANCIS Staff Reporters of *THE WALL STREET JOURNAL*

The loud message comes from one company after another: Surging health-care costs for retired workers are creating a giant burden. So companies have been cutting health benefits for their retirees or requiring them to contribute more of the cost.

Time for a reality check: In fact, no matter how high health-care costs go, well over half of large American corporations face only limited impact from the increases when it comes to their retirees. They have established ceilings on how much they will ever spend per retiree for health care. If health costs go above the caps, it's the retiree, not the company, who's responsible.

Yet numerous companies are cutting retirees' health benefits anyway. One possible factor: When companies cut these benefits, they create instant income. This isn't just the savings that come from not spending as much. Rather, thanks to complex accounting rules, the very act of cutting retirees' future health-care benefits lets companies reduce a liability and generate an immediate accounting gain.

In some cases it flows straight to the bottom line. More often it sits on the books like a cookie jar, from which a company takes a piece each year that helps it meet its earnings targets.

The art of minimizing retiree-benefit costs while creating income is arcane and poorly understood by the public -- and by the retirees. Here's a field guide to seven techniques.

### **Hitting the Ceiling**

Big companies began in the early 1990s to set ceilings on how much they would ever spend for retiree health care, regardless of what happened to medical costs in general. ConocoPhillips, Delta Air Lines and Coca-Cola Enterprises Inc. are among the many that did so. A cap can be a fixed annual amount per retiree, a per-retiree average or, less commonly, a fixed sum for a group. In any case, once it's reached, a company is largely insulated from future medical-cost increases for those retirees.

The fate of retirees can be very different. When Robert Eggleston retired from International Business Machines Corp. 12 years ago, he was paying \$40 a month toward health-care premiums for himself and his wife, LaRue, with IBM paying the rest. In 1993, IBM set ceilings on its own health-care spending for retirees. For those on Medicare, which provides basic hospital and doctor-visit coverage, the cap was \$3,000 or \$3,500, depending on when they retired. For those younger than 65, the cap was \$7,000 or \$7,500. Spending hit the caps for the older retirees in 2001, the company says, pushing future health-cost increases onto retirees' shoulders.

Mr. Eggleston, 66 years old, has seen his premiums jump more to \$365 a month for the couple. Deductibles and copayments for drugs and doctor visits added \$663 a month last year. "It just eats up all the pension," which is \$850 a month, Mrs. Eggleston says. Her husband has brain cancer. Though he gets free supplies of a tumor-fighting drug through a program for low-income families, he has cashed in his 401(k) account, and he and LaRue have taken out a second mortgage on their Lake Dallas, Texas, home.

IBM retirees as a group saw their health-care premiums rise nearly 29% in 2003, on the heels of a 67%-plus increase in 2002. For IBM, with its caps in place, spending on retiree health care declined nearly 5%, after a drop of 18% the year before.

IBM confirms that retirees' spending has risen as its own has fallen. It describes the retirees' increased cost in 2003 as not very dramatic, averaging \$158 a year, or \$13.15 a month, for each of the 190,000 retirees and dependents who participate in the plan. IBM says its costs are down because more retirees are older and eligible for Medicare, so the company's contribution is lower. It says that this year it established a "zero premium" plan for retirees, although this plan carries deductibles double those of other plans.

### **Caps Plus Cuts**

Just because companies have shelter from retiree health-cost inflation doesn't mean they can't also cut their retirees' health benefits.

In January last year, Aetna Inc. said it would phase out health-care benefits for workers who retire starting this year. "Health-care costs have increased," says a spokesman for the company. Yet federal filings show Aetna's spending on its retirees' health benefits had not been rising substantially, thanks to ceilings Aetna

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imposed a decade ago. From 1998 through 2002, its annual spending for retiree health benefits ranged between \$35 million and \$39 million.

Aetna says it made the January 2002 benefit cut to strengthen its business. "Wherever it makes sense, we've been trying to reduce expenses in order to be competitive," says its spokesman, adding that Aetna's overall benefits remain "very competitive." Aetna recorded losses early this decade but has turned around, reporting fourth-quarter profits double those of a year earlier.

Aetna's spending on health benefits for 12,000 retirees did rise the following year, 2003, to \$44.2 million. A company spokesman said it was unclear why.

### **Profits From Cuts**

For many big U.S. companies, cutting benefits doesn't merely relieve them of future spending. More important, though less visible, is the instant income the cuts can create. It's all because of an accounting rule adopted nearly 14 years ago.

The rule said an employer that provided a retiree health benefit had to estimate what it would cost to pay that benefit over the lives of the retirees. The total became a liability. It created a big obligation on the balance sheet. But at a time when legions of companies were taking this hit, it was generally ignored by securities analysts. There was even some advantage to putting a jaw-dropping obligation on the books: Employers could point to it as a reason that, to survive, they needed to slash benefit levels.

But when a company now changes one of the assumptions that went into that liability, it gets to reduce the liability. In accounting, reducing a liability generates a gain. Voilà: income.

As an accounting credit, this isn't money that can be spent. But it looks the same in the bottom line -- which affects the stock and often management's pay incentives.

Just setting a spending cap typically brings an accounting gain, because it reduces the amount the company expects to pay out over time for the benefits. A company that goes further and cuts the benefit structure reaps more paper gains. It may sound strange that a company can get income from cutting benefits it hasn't paid and may never pay, but that's how it works.

These sums can bump earnings up significantly. Caterpillar Inc. in 2002 added \$75 million to income -- 9.4% of pretax earnings -- with the accounting gain it got from boosting the health-care premiums its retirees had to pay and making other changes to retiree benefits. The move will lift pretax earnings about \$45 million a year for several more years. Caterpillar confirms the information but says it didn't cut benefits to boost earnings; rather, it did it to help retirees -- by keeping the plan more affordable for the company. "The best way to protect the health care for the long term was to make some of these changes now," says a spokeswoman.

### **TRICKLE-DOWN EFFECT**

Companies often reap accounting gains, and therefore earnings, when they cut retirees' health-care benefits or cap their own spending on these benefits. Here are the steps as taken at International Paper Co.

1991 Records \$405 million balance-sheet liability at year-end for then-current program of health coverage for retirees.

1992 Caps what company will pay per retiree per year in the future. This step reduces the obligation and creates a \$133 million pool of accounting gains that will trickle into income over time. Company adds \$18 million of this to 1992 income.

1993-1999 Adds \$17.7 million from this pool of gains to earnings each year, exhausting the pool.

2000-2002 Makes various benefit changes, including imposing caps for plans at newly acquired companies, thus reducing liability again and replenishing pool of accounting gains.

2000-2003 Adds \$65 million to earnings from new pool.

Whirlpool Corp. picked up \$13.5 million in earnings, or 19 cents a share, in last year's second quarter from accounting gains, after imposing both caps and cuts in health care for its retirees. This gain more than offset charges of 16 cents a share primarily for a recall of microwave-oven products. Whirlpool then just beat consensus estimates of \$1.31 in second-quarter earnings. Whirlpool confirms the information but says it didn't cut retiree benefits to help it meet earnings targets.

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## Cuts Redux

Gradually, the pools of accounting gains generated by early rounds of benefit cuts and caps run out. When that happens, companies sometimes cut further, replenishing the pool.

International Paper Co. capped its spending soon after it adopted the retiree health-care liability required by the accounting rule, Financial Accounting Standard 106, in 1991. This cap reversed much of the liability. It generated a pool of accounting gains that trickled into the company's financial statements -- to the tune of \$17.7 million a year -- until 2000.

Then the stockpile was used up. International Paper again cut benefits in 2000, 2001 and 2002, primarily by capping the benefits of retirees of newly acquired companies. This generated a new batch of accounting gains. They have added a total of \$65 million to International Paper's income so far.

A company spokeswoman confirms the figures, noting that they reflect standard accounting practices. She says the company "simply made plan design changes as part of our focus on controlling our costs while maintaining a competitive benefits program."

## New Formulas

When a company's liability for retiree health care soars, it's usually just because of some change in the assumptions that went into the liability formula -- a change the company itself made.

Most commonly, it involves interest rates. Liability calculations assume a particular rate at which the assets used to pay benefits will grow. A lower rate leads to a higher liability. Think of it this way: If the return on the money you set aside for an obligation is going to be lower, you have to set more money aside.

For instance, UAL Corp.'s liability for retirees' health care surged more than \$1 billion in 2002. Reason: The airline had lowered the rate used in its liability calculation -- known as the discount rate -- to 6.75% from 7.50%. Companies have considerable latitude in picking the interest rate they use and deciding when to make a change, though rates were certainly declining when UAL made its change.

A shift could be in store. If interest rates rise from current historic lows, billions of dollars in corporate liabilities for retiree health care will vanish.

Also feeding into this murky mix is a company's estimate of health-cost inflation. As with the interest rate, companies have wide leeway to change their assumptions about health-cost trends -- giving their liability figure either a bump up or a push down. For example, in 2002, Motorola Inc. boosted its assumption of annual health-care inflation to 12% from 6%. This was a key reason its liability for retiree health care jumped by \$122 million.

Rather than focusing on health-care liability, which companies have so much latitude to adjust, shareholders might want to look at what a company actually spends year-to-year for retiree medical benefits. At Bank of America Corp., for example, the liability for retiree health benefits rose by \$69 million, to \$1.1 billion, in 2003. But federal filings show that what the bank actually spent for these benefits in 2003 declined to \$63 million from \$84 million the year before, a 25% drop. Retirees' portion rose 27% to \$62 million.

Contrary to conventional wisdom, it isn't uncommon for companies to report declines in their actual spending on retiree health care. Those whose filings reveal lower "benefits paid" last year include Altria Group Inc. (down 5%, to \$246 million); R.J. Reynolds Tobacco Holdings Inc. (down 11%, to \$63 million); Clorox Co. (a 33% fall, to \$4 million); Ball Corp. (down 21%, to \$8 million), and Black & Decker Corp. (down 28%, to \$13 million).

This "benefits paid" figure still doesn't tell whether a company is spending more or less per retiree. The total might be up simply because there were more retirees, perhaps because the company had layoffs or did an acquisition.

But it's still a better measure of the burden of health care than one other number that companies report: their "expense" for retirees' health care. This is essentially an accounting measure of how much a benefit plan pushes corporate income up or down, driven largely by changes in liability.

## Dropout Roulette

When employers cap or cut retiree medical programs, the companies don't benefit just by spending less and reaping accounting gains. They also can benefit from a spiral of dropouts.

As retirees see their out-of-pocket costs rising, some of the healthier retirees quit the company program. Their good health lets them buy cheaper coverage elsewhere. But their departures concentrate the remaining pool

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with sicker people, costs go up, more dropouts ensue, and the pool gets more concentrated again, in what the industry sometimes calls a death spiral.

Each dropout reduces a company's immediate outlays, since it no longer has to pay even a capped benefit for that person. Dropouts also generate accounting gains for the company, since the concern gets to reverse the liability it had booked for covering those retirees for life.

A company in this situation -- with its own expenses capped -- has little incentive to negotiate the lowest possible prices with medical providers. In fact, it has an incentive not to: Rising expenses not only won't hurt the company but will tend to drive more retirees from the program.

At Sears Roebuck & Co., thousands of retirees have dropped out of a retiree health-benefit plan in recent years, at a time when retirees' share of costs was going up. While no one is saying Sears sought this dropout spiral, the dropouts follow a series of caps Sears established in the 1990s to limit its own expenses. The number of retirees taking part in its health plan has fallen 18% since 2000, to 51,500. Sears has 115,000 retirees in all. It can't say how many are eligible.

Sears says that while cost may prompt some retirees to drop out of the health plan, a more significant factor is that older retirees are dying and fewer people are eligible. Benefits Vice President Liz Rossman says Sears works hard to keep its plan affordable for retirees.

Sears has fed \$383 million into earnings since 1997 from accounting gains that arose when the company capped its spending and retirees dropped the increasingly costly coverage.

In January, Sears announced it was further tightening the cap on its spending on retirees' health care, and also eliminating future retiree health benefits for most current employees. Sears says the steps will make it more competitive but declines to say how much they will generate in accounting gains.

What makes such moves different from other accounting quirks is that retirees end up paying the price. In Jeannette, Pa., in early January, about 100 retirees of GenCorp Inc., formerly called General Tire & Rubber, met in a union hall to discuss the latest rise in their health-care premiums. The new cost of coverage for a couple was \$568 a month. For most, this exceeded their company pensions. Because of the higher cost, many of the retirees at the meeting, whose ages hovered around 80, said they were dropping their employer's coverage.

Mabel Kramer began working at the company in 1944 making gas masks for World War II soldiers, and met her husband there. Now a widow, she collects a pension of \$179 a month based on his 34 years with the company. Her GenCorp retiree medical benefits cost her \$284 a month, consuming the pension and part of her \$810 Social Security check. "If they raise it any more, I'll drop it," says Mrs. Kramer, 78. "It's enough to make you sick."

Others don't dare drop it. Edward Peksa, who spent 24 years in GenCorp's tennis-ball department, said he needs the coverage to help pay for five drugs his wife, Anna, takes for arthritis, hypertension and thyroid and cholesterol problems. The couple's premium more than erases his GenCorp pension of \$320 a month. To make ends meet, Mr. Peksa, 75, works 30 hours a week as a greeter at Wal-Mart Stores.

These retirees were paying nothing for their health-care coverage until 2000, when the company began charging them. Their premiums have risen steadily since then. GenCorp says the reason is the ceilings it placed in 1995 and 1997 on its own spending on retirees' health care.

GenCorp's spending on the retiree health-care benefit has fallen over the past six years, its filings to the Securities and Exchange Commission show. It paid \$30 million for the benefit in 1997 but just \$25 million in 2003, according to its annual report. The liability on its books for retiree health care is down 40% since 1995.

Among the reasons is that no one hired since the mid-1990s will get the retiree benefit, GenCorp says. It adds that the liability also shrinks as retirees die or drop out of the health-care plan because they have "other options or coverage available, or possibly because they can't afford it any more."

### **Medicare Checks**

Medicare's new prescription-drug benefit is giving companies a whole new source of accounting-generated income that boosts their earnings.

And some employers may get federal subsidies even after transferring costs to their retirees.

Congress was worried that if Medicare paid for prescription drugs, companies would cut retiree health-care benefits even faster than they already were. So when it passed a Medicare drug benefit last year, Congress added subsidies for companies that retain retiree drug coverage. The U.S. will reimburse employers for 28% of the cost of retiree prescription-drug spending over \$250, up to a subsidy of \$1,330 per retiree per year. This means companies can reduce the liability they're carrying on their books for drug coverage. They won't get the subsidy until 2006. But accounting rules let them estimate how big a subsidy they'll get over the lives of current and future retirees and deduct this figure from their liability right now -- and start dropping immediate accounting gains to their bottom lines.

General Motors Corp. estimates the Medicare prescription-drug plan will cut \$4 billion from its liability for retiree health care. Other companies' estimated cuts include \$1.3 billion at Verizon Communications Inc., \$572 million at BellSouth Corp., \$415 million at AMR Corp., \$450 million at U.S. Steel Corp., and \$280 million at UAL. All of these will boost the companies' income.

The new Medicare law means some companies can get federal subsidies (and thus fresh accounting gains and earnings) even if they shift part of the cost of their retiree drug coverage to the retirees themselves. That's because the way the law is written, the subsidy is based on the whole cost of a company's retiree drug program -- including the part retirees have to pay for.

Write to Ellen E. Schultz at [ellen.schultz@wsj.com](mailto:ellen.schultz@wsj.com) and Theo Francis at [theo.francis@wsj.com](mailto:theo.francis@wsj.com)

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Jack & Norma Draper	Jerry & Judith Drommerhausen	Ken & Diane Ellis
Joe & Pat Ferrie	Duncan & Elinor Fleming	Dave & Pat Forbes
George & Charlotte Furch	Jim & Hallie Gardner	Jim & Mary Ann Gerken
Ed & Barbara Griffith	Earl & Mary Jo Harder	Ken & Carol Hobbs
Don & Sharon Jackley	Ron & Marie Jersey	Karl & Janet Kastle
Peter & Nancy Lynch	Dave & Mary Lou Mackie	Ed & Pat Manning
Harris & Deloris Manny	Norman Marchment & Guest	Norman & Barbara Marshall
Rex & Linda May	Monty Mendenhall & Guest	Dick & Aud Mitchell
Brett Morris	Kent & Chris O'Brien	Dick & Joanne Orr
Debora Parker	Jay & Claire Plank	Jerry & Sharon Poulin
Ned & Rae Rankin	Susie Robertson & Guest	Joe & Judith Schenke
Joseph & Judith Schenke	Chris & Ellen Siebert	Bill & Janice Slocum
Lynn & Linda Smith	Robert L.B. & Norma Smith	Gary & Nevis Stimmell
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## **PUBLIC STATEMENT OF THE SECTION 1114 RETIRED PILOTS' COMMITTEE**

The Court in the UAL bankruptcy case appointed Alan L. Black, Roger D. Hall, Harlow B. Osteboe, William H. Palmer, and Gerard Terstiege, as the Section 1114 Retired Pilots' Committee (the "Committee"). Section 1114 is the portion of the Bankruptcy Code which allows the Court to appoint a committee of retired pilots to speak for all of the retired pilots concerning United Airlines' plan to reduce insurance benefits to its retirees. The Airline Pilots Association ("ALPA") does not represent its retirees in these matters.

Under the provisions of Section 1114 the Committee is to enter into good-faith bargaining with United and, if an agreement cannot be reached, the Bankruptcy Court will decide whether United's planned reductions to retiree insurance are a necessity for United's emergence from bankruptcy and whether the modifications are fair and equitable. This month, the Committee met with its attorneys and actuary who will assist the Committee in the Section 1114 process.

On March 17, 2004 the Committee and its attorneys and actuary met with United's representatives. Also attending the meeting were the salaried and management retired employees committee and their advisors. The purpose of the meeting was for United to make a proposal describing the reductions to retiree insurance benefits United believes are required.

Part of the presentation dealt with the financial condition and projections of United, which United believes justify the necessity of the reduction of retiree insurance benefits. United would not release certain financial and business plan information to the Committee unless the Committee entered into a confidentiality agreement. An agreement was signed by United and the Committee. The Company then provided certain information to the Committee as part of the presentation. United also entered into a confidentiality agreement with the salaried and management retiree committee, as United has done with other authorized representatives of retiree groups (i.e., the Flight Attendants' union).

At the presentation, United provided their proposal which is entitled "Retiree Medical Benefits Proposal for Employees Who Retired Before July 1, 2003". A copy of the proposal is attached. The United proposal would modify the medical plan for pilots who retired prior to July 1, 2003 to be the same as the retired medical plan for pilots who retire after July 1, 2003. One difference between the plan for future retirees and the plan currently in place for pre-July 1, 2003 retirees appears to be some reduction in the cost of the medical insurance plan for individuals who have been retired for a longer period of time.

The Committee and its advisors are analyzing the data United provided. As the process moves forward, determinations will be made concerning what additional data is required for the Committee to review United's financial projections and its proposal.

Further meetings with the Company will be scheduled as soon as the Committee has an opportunity to evaluate the material presented to the Committee.

Attorneys for United advised the Committee that United plans to file a motion in Bankruptcy Court on April 15, 2004, asking the Court to impose their proposal for modifications to the retired employee's medical plan, if the retiree groups have not reached a consensual agreement by that date.

The Committee has discussed United's proposal with the authorized representatives of the other retiree groups and will continue to do so. The Committee will continue to evaluate and request information from United to perform the duties assigned to it by the Court.

The Committee will attempt to keep the retired pilots informed as to the status of negotiations and any schedule which the Court may set for a resolution of the Section 1114 insurance issues.

Dated: March 25, 2004

The Section 1114 Retired Pilots' Committee

Alan L. Black

Roger D. Hall

Harlow B. Osteboe

William H. Palmer

Gerard Terstiege

Attachment

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## Retiree Medical Benefits Proposal For Employees Who Retired Before July 1, 2003

Pre Medicare Retired Employees	
Medical Preferred Provider Option (PPO)	
In-network	\$250 single/\$500 family deductible.
	80/20 co-insurance.
	\$1,500 single/\$3,000 family out-of-pocket limit.
	Out patient mental health and substance abuse treatment payable at 80% after the deductible and the employee share does not apply to out-of-pocket limits.
	Unlimited lifetime maximum.
Out-of-network	Deductibles and out of pocket limits are the same as In Network amounts.
	60/40 co-insurance. Retired employees or their dependents who receive pre-approved covered treatment will receive in-network benefits for those expenses if within 30 miles of where they seek care there is no in-network specialist or in-network primary care physician as applicable to the treatment in question. A 6 month transition plan will be provided for those individuals who as of the Effective Date are receiving treatment from an out-of network provider for scheduled surgery, inpatient treatment in a hospital, dialysis, chemotherapy, treatment as a follow up to an accident or injury occurring before the Effective Date, terminal illness, or as a follow-up to a surgery performed before the Effective Date.
	All covered expenses limited to Reasonable and Customary as currently defined in the Medical Plan.
	In patient mental health and substance abuse treatment limited to 30 days per calendar year per person, out patient payable at 50% after the deductible and the employee share is not applied to the out-of-pocket limit.
	\$500,000 lifetime maximum for expenses incurred on or after the Effective Date.
Covered expenses would include necessary care and treatment of illness, injury, and pregnancy as well as expenses for certain preventive care, e.g., pap smears, PSA tests and certain routine physicals.	
Expenses incurred in October, November or December will no longer “carry-over” to satisfy the following years deductible.	

The changes become effective as soon as possible following consensual agreement or Court Order (Effective Date)

## Retiree Medical Benefits Proposal For Employees Who Retired Before July 1, 2003

Expenses for in-network home health care, extended care facilities, hospice care, pap smears, PSA tests and pre-admission tests and second surgical opinions will be covered at 80% after the deductible has been met.									
Claims must be submitted within 12 months of the date of service.									
The PPO Incentive check will be discontinued.									
Prescription drugs at retail subject to deductible and co-insurance as described above for in-network. Mandatory use of mail after 3 fills at retail. Mail order prescription drug employee co-payment \$16 for generic medication for up to 90 day supply and \$48 for brand medication for up to a 90 day supply. Retired employee co-pay increases annually at the same rate as the cost of the mail order prescription drug plan increases (cost to be determined using active employees and all pre-Medicare retirees). Any increase in the co-payment for any year will not exceed 7% of the prior year's co-payment rounded to the nearest dollar. Strong management to ensure consistency with medical necessity and generally accepted practice.									
Maintenance of Benefits for employees with other group coverage or Medicare rather than Coordination of Benefits.									
Full right of reimbursement.									
Offer HMO options as appropriate. Retired employee contribution will be the cost of the HMO option less the Company contribution to the cost of the PPO option.									
Retired Employee Contributions	<p>Employees who retire after July 1, 2003 pay a portion of the Employee cost based on length of service at retirement as follows:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <thead> <tr> <th style="text-align: center;">Years of Service</th> <th style="text-align: center;">PPO Option % of Cost</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Fewer than 20</td> <td style="text-align: center;">80%</td> </tr> <tr> <td style="text-align: center;">20 thru 24</td> <td style="text-align: center;">60%</td> </tr> <tr> <td style="text-align: center;">25 and over</td> <td style="text-align: center;">40%</td> </tr> </tbody> </table> <p>Retired employees who are currently covered by pre Medicare retiree coverage and who retired from January 1, 1995 through June 30, 2003 will pay 95% of the amount produced by the above calculation and those who retired before January 1, 1995 will pay 70% of the amount future retired employees pay.</p> <p>The cost to the retiree will increase annually as the cost of the coverage increases.</p>	Years of Service	PPO Option % of Cost	Fewer than 20	80%	20 thru 24	60%	25 and over	40%
Years of Service	PPO Option % of Cost								
Fewer than 20	80%								
20 thru 24	60%								
25 and over	40%								

The changes become effective as soon as possible following consensual agreement or Court Order (Effective Date)

## Retiree Medical Benefits Proposal For Employees Who Retired Before July 1, 2003

<u>Post Medicare Retired Employees</u>	
	<p>Retired employees who are (i) currently covered by the post Medicare retiree medical coverage or (ii) who satisfy the current eligibility requirements for post Medicare retiree medical coverage and who later become Medicare eligible will be offered one or more supplemental plans to Medicare. Currently continuation of the pre-Medicare Medical PPO is provided and a prescription drug only option. The prescription drug only option provides coverage for prescriptions purchased through the home delivery service or at retail pharmacies. Prescription medication continues to be available through the home delivery service on the same basis as for active employees. For medications purchased at retail pharmacies, retirees pay 10% (minimum \$5) of the cost of generic medications and 30% (minimum \$10) of the cost of brand name medications. No out-of-pocket limit or deductible will apply. There is a \$150,000 maximum lifetime benefit per person. The utilization management program applies to drugs purchased through the home delivery service and through retail pharmacies.</p>
Retired Employee Contributions	<p>Employees who retire after July 1, 2003 pay the full cost of the coverage minus a company contribution of \$90 per month. (This provision applies to employees covered by the Ramp and Stores, Food Service, Security Officer, and Mechanics' Agreements who retire January 1, 2006 and later.)</p> <p>Employees who retired from January 1, 1995 through June 30, 2003 will pay 95% of the amount produced by the above calculation and Employees who retired before January 1, 1995 will pay 70% of the amount future retired employees pay.</p> <p>The cost to the retiree will increase annually as the cost of the coverage increases.</p>

The changes become effective as soon as possible following consensual agreement or Court Order (Effective Date)

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## 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](http://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

## ALASKA RUPA CRUISE HOTEL INFORMATION

The Radisson Hotel Seattle Airport

17001 Pacific Highway South, Seattle, Washington 98188

Telephone 800-333-3333 or Local number 206-244-6000

E-mail [lreel@chipreit.com](mailto:lreel@chipreit.com)

Room rate is \$89 per night

Identify yourself as being with the Retired United Pilots' Association

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**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 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## COUNCIL 33 RETIREMENT CELEBRATION

The Retirement Party “Generations Celebration” for 2004 has been scheduled for Saturday, September 18<sup>th</sup>, at the *Red Lion Hotel* in Denver. Sleeping rooms will once again be available for \$59 by calling the hotel directly at (303) 321-6666 before August 28<sup>th</sup> and referencing the Council 33 Retirement Celebration. RSVP forms and further information will be made available at a later date but we wanted to take the earliest possible opportunity to get the date to you so that you can mark your calendar and make your plans to attend now.

Last year, approximately 230 people took the opportunity to honor the careers of their fellow aviators, renew friendships with past retirees, and enjoy the company of the employees from the Denver Flight Operations Division. Steve Jacques, Council 33 Social Committee chairman wrote in his report to *The View From 33*, “we had quite a few past retirees (pilots and FOSRs) return for the gathering. This added the “homecoming” atmosphere to our celebration, and I truly hope that retirees will continue to return each year so we can maintain the “gauntlet” that each new retiree must pass upon receiving their service plaque. The camaraderie that we all enjoy throughout our careers as we greet each other across the system is the one thing most retirees tell me they miss upon retiring. Not the revisions, not the early wakeup calls, reserve, PCs, or reassignments, but the friendships that were forged over the years and a love of aviation are what make this a special career.”

We hope to see you at this year’s celebration!

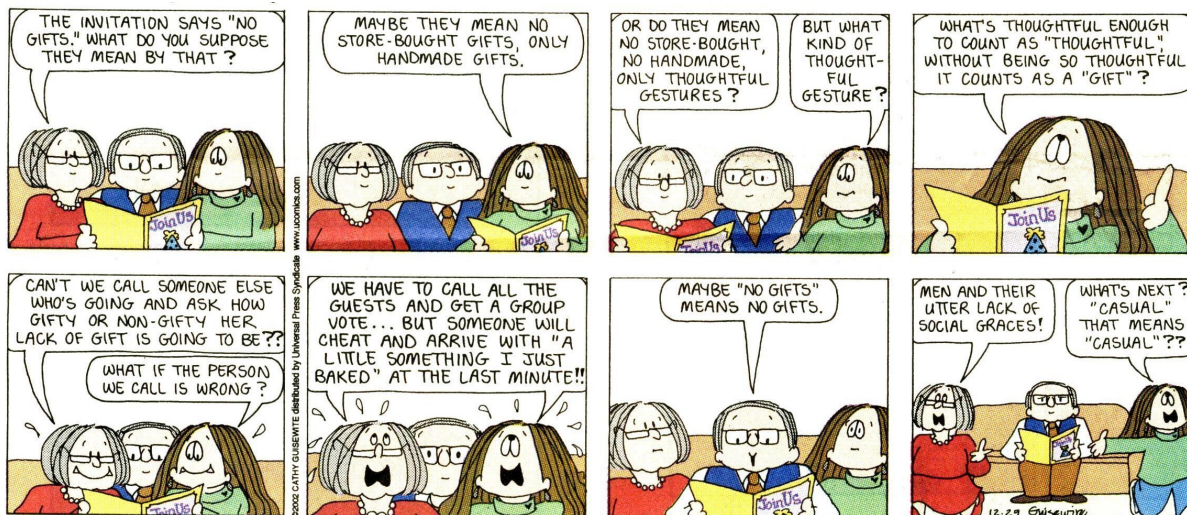
The following are our “Honorees” whose careers we will be celebrating.

Please let us know by emailing [alpadenver1@attglobal.net](mailto:alpadenver1@attglobal.net) if we have overlooked someone who should be included:

Kenneth L. Adams  
 Richard C. Bebee  
 Steven R. Donovan  
 Gerald D. Gienger  
 Stephen G. Harding  
 Arthur H. Lindstom  
 Joshua S. Rabinowitz  
 Robert F. Ruth  
 Joseph J. Swenson

Richard L. Bare  
 Colin C. Bradley  
 Woody B. Eppelsheimer  
 Richard N. Goodwin  
 William G. Houston  
 Ernest W. Lloyd  
 David L. Reagan  
 Kenneth P. Sasine  
 James R. Thompson

Peter L. Baurer  
 Bernard W. Dahlen  
 Herbert G. Giefer  
 Stephen C. Hagberg  
 Gary L. Kopp  
 Robert J. O’Brien  
 Bartlett H. Rolph  
 Darrel W. Sauder





# LETTERS

**HARLIN E. BELL**—1288 Kasey Dr, Moneta, VA 24121

Another year gone and a few more miles on the old chassis. A little hit out of line and starting to show some rust spots. Alignment is off, it's OK on the level, but tends to drift on uneven surfaces. Mileage is bad, 93 Octane doesn't do what 87 used to. Fan belt must be slipping, the water pump isn't near as effective as it used to be, and the radiator doesn't hold the original capacity, ball joints are getting worn, they squeal on every start up. Headlining is worn thru, and the roof is visible, somehow the front bumper got extended 2 inches. Had to replace the right headlight, horn and turn signals still work together, brake lights seem to come on more frequently, and year round antifreeze seems to get more expensive. Grill work needs more care to look good, the 4 cell battery on the left is nearing the end of warranty, but it still gets the engine started every morning.

Had a full check of the exhaust system, no parts needed. *Harlin*

**RICHARD J. BELLACK**—8050 Oakdell Way #2604, San Antonio, TX 78240

Hi Cleve, Check went out on time which shows that the computer (online banking) is better than me. My excuse, for what it is worth, is that we had a Birthday party for my wife, her son and four other friends down in Ixtapa. It lasted the better part of two weeks with about 20 friends from England and Australia and 20 from the states. Great time had by all but put me behind for your letter.

It has been a busy year as I thought I had better make some money and exchanged my apartments in So. California for some in San Antonio. Sold the middle of May and closed on the new units the last day of October (two weeks before I would have lost the tax free exchange). If you want time to speed up just have a due date you must meet. Son Avon came over from England to help and have Christmas with us and then we all left for Mexico for the birthday.

Combine the above with a couple of trips to England and Mexico and the year is gone. Will be commuting between Ixtapa, San Diego and San

Antonio with a trip to Reno every now and then which should keep me busy. I think an Eclipse is the answer, if I win the lottery.

Thanks for all your hard work and the best for the coming year, *Dick*

**MARTY BERG**—13985 Pike Rd, Saratoga, CA 95070 MDW, 350 '51/85

Dear Cleve, \$25 enclosed. No inflation for the best bargain I know.

Really enjoyed BNO, especially seeing Dave Landry, who must have qualified as the "one who traveled farthest" to get to BNO. Also, great to see so many of the "young guys."

I want to thank Milt Jines for the "heads up" about registering at the V.A. I won't have to import prescriptions from up North.

I have always wanted to fly in a glider and the "Gliding Geezers" presentation made it more so.

Regards, *Marty*

**JOHN E. BOOM**—2700 Crabapple Rd, Golden, CO 80401

Hi Cleve, age 62 is fast approaching so the dues check is in the mail.

In April Janet and I rode the DEN HNL nonstop to Hawaii for a slightly late 40th anniversary celebration. We had a great week there. We spent two different weeks on Whidbey Island near Seattle where our daughter lives. The first week was to help with building projects including a lot of manual labor. My sore muscles told me I shouldn't try to make a living that way. The second visit was for a wonderful family reunion.

In September I went to the Reno Air Races with my son and several other pilot types including UA retired pilot Frank Bennet. We flew a Cessna 414 making a fuel stop in Utah each way. We flew to RNO and parked with several hundred other assorted aircraft, then drove to Stead. The cross runway at RNO was closed and used for parking. The races were really something to see and hear! I don't know which was more fascinating, witnessing the 500+mph race by Dago Red or wandering through the pits and getting close to those war birds and other types.

Last fall turned out to be a good time for a driving trip through Utah, Arizona and New Mexico seeing the National Parks, Monuments and interesting places like Santa Fe and Taos.

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I still help my son at his aircraft maintenance business 1 or 2 days per week and try to keep up with the yard work.

Thanks to everyone involved in putting the *RUPANEWS* together. *John*

**JAMES F. BUEHNER**—1800 N. Bahama Ave, Marco Island, FL 34145 [buehner@earthlink.net](mailto:buehner@earthlink.net)  
Hi Jock: A big thanks to you and all the guys and gals who put together the *RUPANEWS*. It really helps to keep one in the loop and up to date on what is going on at United.

A little over a year here in S.W. Florida and not much to report, which at my age is a good thing. Greetings to all and stay involved, its only our pensions. *Jim*

**FRED BURGESS**—26900 McLaughlin Blvd, Bonita Springs, FL 34134 Capital/United 1951/1992  
Never having written a note to the *RUPANEWS*, I will try to make this brief. In 1951 at age nineteen I was hired by Capital Airlines as a licensed A and P line maintenance mechanic at Washington National Airport, and having basic flight ratings six days after my 21st birthday I was called to Capt. Reids office and after a lengthy interview was transferred to the flight department. Capt Earl Meyers gave me a brief flight check in a DC-3 and turned me loose to continue my education on the line with the DC-3 captains I was to fly with. I guess it worked as I was promoted four years later and was flying Tobacco Road as DC-3 Captain at 25. From then on I flew all of Capital aircraft and most of United aircraft in the forty-one years total with both companies to retire at age sixty with seniority number 1 in 1992. How fortunate can one person be? Izzy, my wife of 52 years, and I are in good health and play tennis about five times a week and now have been traveling the country in our diesel motor coach. What more could we hope for except I hope United survives and is lucky as we have been thru life. Best wishes to all of you. *Fred*

**ROBERT L. BURNS**—770 Gilbert Hwy, Fairfield, CT 06430 [66thfis@msn.com](mailto:66thfis@msn.com)  
Competition; Jet Blue, Southwest?, how about Alaska Air.. Just got back from a RT BOS- SEA.. they announced they will fly SEA-ORD twice daily, SEA-EWR, SEA- DCA. . .yep Regan National.. & they are looking to fly DCA-LAX. . .We

had a good flight.. very friendly staff.. thought they did an outstanding job.. why our wiz kids don't operate BOS-SEA or for that matter our old JFK-SEA makes me wonder... yeah I know -don't have the "BIG PICTURE"! *RLB*

**HUGH M. CHANCE**—10300 Sheridan Blvd. #120, Westminster, CO 80020

This is to notify you of a change of address. Do to health reasons, we have moved into an assisted living facility. Hugh has not been well for several years. I tried to care for him in our home until April 2003 when I was able to have 24/7 home health care, but recently I discovered I needed bypass surgery which isn't feasible at this time, so we opted to move here February 1. This is a complete care facility, so we plan to be here until the Lord calls us home. Sincerely, *Lois Chance*

**AL CLAYES**—PO Box 757, Lake Arrowhead, CA 92352 [alfredclayes@aol.com](mailto:alfredclayes@aol.com) SEA SFO LAX HNL DENTK

Greetings from Southern California! I will hit the big 70 next week while on a cruise to Mexico. To say the least, I don't feel 70 years old at all! Since the fall of 2001, I have been tremendously enjoying retirement. With my amateur radio station, building projects, honey-dos and duties as a garden club officer, I don't know when I ever found the time to work! But I miss seeing my buddies from United and the Marine Corps. Take care, *Al*

**CHARLES CLEAVER**—541 Gabilan St., Los Altos, CA 94022

Dear Cleve: Another year to renew. I retired in the early spring of 1982 which makes me 82 years old now. Time sure passes by. My wife Jean and I sure enjoy living in our house with lots of yard and flowers, all of the house projects have been completed so life now is just enjoying it.

We have a daughter who has 19 years as a stewardess flying out of Seattle, and a niece flying out of Seattle has 37 years as a stewardess. They keep us informed on the progress of United.

We will be going to our normal baseball spring training at the end of March in Phoenix for the Seattle Mariners spring training to meet our son from Seattle and his wife. My son is a nut about the Seattle Mariners. He makes all of the arrangements for

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the trip, including car rental, hotel and tickets for various games. We fly down there on Alaska Airlines from San Jose, which is only 20 minutes from our house, and he will be waiting for us as he flies in from Seattle. That is always an enjoyable four or five days. In July we will make our annual tour to Seattle for a family reunion and to fill up on oysters, my favorite.

For the last week I have been thinking real hard of the two names, Lee Hall and Clarence Savage, two old time Captains in Seattle before the jets arrived. Remember the old days when you could buy trip insurance out of a vending machine before your trip? A fellow by the name of Graham bought some of this insurance on his mother and put his mother on the trip to Seattle and also a suitcase with dynamite and a timer. The trip was a little delayed going out of Denver and was only about 15 minutes after take off when the timer set the dynamite off. Needless to say, the airplane came down and all were killed including Lee Hall. I use to fly co-pilot for him. I also flew copilot for Clarence Savage; he was a real character. His wife took him to divorce court and most of his paychecks from United were given to her until her death. Clarence was so agitated by this that he resigned from the company and moved to Florida and lived with his brother.

I was able to make Boys Night Out last month and there was only 72 there. Last year there were 122 guys there. Sure falling off.

Best regard to all, *Charlie*

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

Hi Cleve: Rosa and I are still very involved in the Motor Home. During the warmer months we can usually be found in Wyoming and Montana. This time of the year we are in home territory for repairs and work on the house. We still like to spend time in the desert, as it is best in the spring. We love the wild flowers and we are both avid target shooters. We go to the same place most of the time as it is safe and legal to shoot there and almost no one else goes there. It is truly out in the middle of nowhere in the Mojave Desert, but like all places you still have neighbors, ours are a pair of tortoises that live near by and for the first 5 or 6 nights they come by after dark and leave droppings right on the door step. After that they come by in the daytime for a scratch on the chin. They never accept food! Fairly

good neighbors if you ask me.

I can't believe I told this story retirement must be getting to me.

Thank everyone for their great work keeping us informed in these troubled times. Good Luck to all.

Sincerely, *Mike*

**DENNIS G. DANIELS**—18405 Mount Waterman  
St, Fountain Valley, CA 92708 LAX

Dear Cleve, Sorry to be a month late with my dues. It's been three years since I retired, oh how time does fly!!!

I am making a nice recovery from an 18 day intensive care stay in the hospital last October - congestive heart failure. They have me all wired up with a pace-maker and more pills than I can count. Still enjoy the good life with Marlene.

I keep good thoughts for United. *Denny*

**MRS WILLIAM "Helene" DENTON**—2605 Via  
Olivera, Palos Verdes Estates CA 90274

Dear RUPA, My thanks for publishing The Pilot's Wife. It was my life with William J. Denton who I experienced many of these unnerving experiences. Two of the most pressure ones were when tornado winds were blowing in the area south of Richmond, and the operations called me and said they sent him back to DCA. Then about 3 hours latter I heard that a plane had gone down. I called immediately to find out if he was on the jump seat. They told me no one was on the jump seat. I told them to find out where he was, and have him call me. At about 2am he called and wanted to know what was the matter with me. The second one was when all DC10s were grounded. I knew he was in the air, and hoped everything would work out for us.

But you were right-on about the holidays and the housing problems. He used to come home and say "what problems do you have for me to take care of." But the worst scenario was for him to come in about one am after a delay and with only one car, which I needed to take kids to school, calls me and wants me to come out and pick him up. It was winter and cold and I hated to go out to a cold car and drive to the airport. He didn't want to go to the lounge so I told him I was coming in my nightgown and robe with my winter coat on. I had put on socks and shoes and went out half asleep to the airport down in Norfolk. While I was driving I noticed the gas needle was almost on empty. I hoped I would

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make it, but going up an embankment over railroad tracks the car conked out and I rolled back down turning it into the Navy Base entrance. I told the Navy man what had happened and asked him if he could help me get some gas. He told me he couldn't leave his post, but when his replacement came he would try. I tied up my robe and my nightgown into a knot so with my long winter coat I would look presentable. Well, it took about an hour and when I finally made it to the airport I was greeted with "why did it take you so long", and when I told him. He said "Did you have enough money to pay him or did you have to work it out." I felt like slugging him then.

To be honest with you pilots, I was matured faster and learned to handle much more than I would have with a husband home every night. He bought me a car! Thanks, *Helene*

**BILL DEPNER**—5833 S. Thurlow St, Hinsdale, IL 60521

Chervyl, my petite wife, bumped her head on the refrig-erator door. On her next exercise walk in our area she noticed for the first time that the lady ahead of her had three legs. Also the post holding up our RFD mail boxes had two posts and the street sign was being held up by two posts. After a visit to an MD, neuro-ophthalmologist, an MRI and some follow up, the verdict, "If you were younger this would have cleared up sooner."

I had my birthday cake made into the shape of a piano keyboard. Why? Piano-88 keys; me 88 years. Had it made in three pieces for handling so I asked the tennis club manager if she would mind if I brought a section for our usual group to share. Since I am the oldest member, she smelled a bit of publicity for the club. So I ended up in the local paper with picture and interview. The hardest part after an extensive questioning was to answer in ten seconds "Describe yourself in three words" CAN YOU?

As you Can see from the date above, I made it just in times! It IS a leap year ain't it? *Bill*

**PETE FRIEDMAN**—112 Park Ave, Edgewater, MD 21037 DCA [pflyerb777@aol.com](mailto:pflyerb777@aol.com)  
Cleve, Oops, I thought you would send a bill. Ain't that the old story? That freight train just came around the block again. Another year, check to follow.

Lots of brothers out there are keeping in touch. It's a good way to keep the candle urning.

We all sit here and watch the metamorphous of our beloved industry unfold before our eyes. Ah, the good ol' days. Our legacy is almost a memory of days passed. The good old Capital guys, and the young lions. The individualism that the Company frowned so much on. But, they couldn't keep the horse in the barn because it had too much spirit. Well, as they say, you can't keep the captain out of the captain.

I spent the last four months getting my Coast Guard Captain's license. Lots of studying. Almost like being back in TK. Now, what to do with it is the next question. I hired on with the local Searay dealership here in Annapolis and will be checking out boat buyer in their new yachts. Not as fast as a 777, but it will have to do.

Old friends, please do keep in touch. If you're in the area, drop in for some cool refreshment.

My best to all of you, and good health! *Pete*

**JIM & YVONNE GLENDENNING**—167 Vista Del Mar St., Camano Island, WA 98282

[gding@whidbey.net](mailto:gding@whidbey.net) LAX, DEN, SFO, ORD '68/'93  
This time last year I was recovering from an emergency appendectomy and wasn't up to writing anything. Since writing is now my main hobby, I guess I'll take a crack at it.

I want to thank all those who responded to my message about sleep apnea. Your ideas helped me. I had bone removed from my nose and now use Flonase nightly to control my chronic post nasal drip. I also bought a Resmed Autoset C-PAP, which works like a charm. I'm sleeping through the night and wake up reasonably well rested. Anyone who has recently been diagnosed with sleep apnea and is interested in more information, don't hesitate to get in touch with me. I've learned a lot in the last two years.

I also want to thank all of you who read my book and particularly thank those who provided me with feedback. It has been very encouraging. I'm still writing. Going to class once a week, have a new book completed, and am working on another. Keeps me off the streets and out of the bars. Also requires an occasional rational thought. They say that's good for staving off Alzheimer's.

We spent three weeks on the Big Island last year. Last time we were there was 25 years ago. Wow,

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what changes there have been in Kona in 25 years! Shouldn't wait that long between visits. Heading for Kauai this April. After the long, dark, wet, Puget Sound winter it'll be nice to bask in some warmth for awhile.

Many thanks to all who keep the *RUPANEWS* coming. There is always much of interest to me in it.

*Jim*

**CLAY GOLDEN**—5393 Azalea Dr, Grants Pass, OR 97526 55-87, LAX, SFO [goldns@echoweb.net](mailto:goldns@echoweb.net)  
Dear Jock, Cleve, Stuffers & Mailers, and all other graduate UAL flight officers.

Another year of bliss, that is compared to our active duty brethren fighting on the line now! Happy to have served when I did, but upset with the way our industry has been moving. The hay-day is past I'm afraid; all the hay has been harvested and enjoyed by those of us from the past. I, like all of us in our group, would like to recapture my youth, but am at a total loss as to how I would deal with it in today's market. There has to be a way! Looks now like UAL will survive, but at what level?

The past year has been rewarding for us. Not a lot of travel, but did get in on a couple of FREE cruises on Princess. We had booked an Australian-New Zealand cruise for last Feb. and March, but because of the Middle East situation, a lot of cruisers were backing out of that area and wanted a more peaceful place to cruise. We were asked to give up our cabin for a later cruise and a free one as well, and were given a 7 day western Caribbean cruise gratis, as well as our original cruise FREE in Nov. and Dec. What a deal! And we used to think Airline Discounts were great! Our original fare was given back as a shipboard credit so we enjoyed most of the shore excursions with that account, and were given the remainder back in cash!

We are enjoying very good health, Actively pursuing square dancing, bowling, golfing, and several other weekly activities. These things we don't excel at but it helps prevent some of life's maladies, and gives us social outlets and enjoyment, and things to do together.

We are taking EDTA Chelation as a further preventative measure to insure remaining healthy. Many of you have taken this therapy and can attest to its results. No Airline discount for the treatments, nor will insurance pay for it. What anyone pays for their co-pay for a heart by-pass will more that cover

cost for chelation however, and no invasive procedures in the process. Look into this therapy to find the endless benefits you can derive as a result. Also read some of the testimonials by others of our group reported in this publication from time to time. It is an alternative to open heart surgery for by-pass if begun soon enough. Double blind studies are now being done by the government so in a few years, Insurance may pick up some of the costs, but now, the Cardiac section of our medical profession doesn't want to endorse it. Can't blame them, could ruin their lucrative practices. You can call 800-532-3688 for Doctors in your area that provide this service. There are also many publications in your library and book stores describing what it is, does, and many of the benefits.

My heart goes out to the families of our deceased fellow aviators. So many memories come back when reading each issue. Our comrades in flight were a big part of our lives and many fond memories will always flood us with warmth as we see our fraternity members fly West. We all shared unforgettable times together. Best wishes to all who remain. *Clay*

**LAWRENCE GRUBE**—12209 Clifton Spring Dr, Clifton, VA 20124 [olflier2@aol.com](mailto:olflier2@aol.com)

Hi Cleve, We are all saddened by the passing of Jock, he was such an important part of our RUPA family and our thoughts and prayers from my wife, Ellen, and me are with Sheila and the Savage family.

Well, three years of retirement and I can honestly say that just like my career, it has not been what I expected. Each year we all seem to be facing another crisis with our airline. As I write this the bankruptcy court has granted United a 30 day extension to their planned June 30th return from bankruptcy and an independent examiner has ruled against the AFA's charge of impropriety by United in wanting to renegotiate the medical benefits of all retirees. It can't be a surprise to anyone that United has taken this action, the question is, where will it all stop. There were also some extremely inflammatory comments made by Mr. McDonald, executive vice president-operations regarding the examiner's ruling that I fear will surly come back to haunt United and the employees during these negotiations. My biggest disappointment though is in ALPA's refusal to represent us in the negotiations.

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Their attitude of "the Railway Labor Act does not require us to represent retirees," rings pretty hollow in face of the actions taken by both the AFA and IAM. Not counting probation and 6 years on furlough, I gave 25 years of dues to the Association, and it is a little distressing, to say the least, that we now have to fend for ourselves. It may turn out that having a group like URPBPA represent us will be for the best, but of course, at additional cost. Only time will tell.

Have done almost no traveling during the past year, for various reasons. Only three airplane trips, two in the late summer on ACA to South Carolina, to visit a terminally ill school friend. Wish the circumstances could have been different, but we did get to renew some old friendships. The other trip was to LAS in October as part of a new hire class reunion. Out of the 14 of us still around, 11 made it, many with their wives or significant others. It was great to see some people we hadn't seen in over 30 years, to catch up on old times and enjoy some great company. We all agreed to do it again very soon. A special thanks to Phil Simon and Buck Martin for all their hard work in setting it up.

In April Ellen and I will be driving to SC for my 45th high school reunion. Have not been to one in 20 years so it should be .....umm, interesting! Health wise, things could be better. I seem to be going through the alphabet with ailments, tests, specialists and procedures. It has definitely had an effect on my life style and activities but nothing life threatening, so far. Ellen is still staying very active with her fitness classes and studying yoga and Tai Chi. She does enough exercising for the both of us.....if only that could be true. One thing that I have been able to stick with is being a docent at the Udvar-Hazy Center at Dulles. There are 8 retired UAL pilots out at the museum, about 180 docents total, and we are all enjoying the work. And I do mean work, as there was a lot of studying still to do after the 20 week training we went through last year in order to be qualified to give tours. We are out there at least once a week and there are many special group tours that we are expected to share in conducting. By the time this gets in the *RUPANEWS* we will have had our quarterly Eddie O'Donnell luncheon in April, and will have shown many of you through the museum as our guests for a VIP tour. We are all looking forward to showing you around. If you are going to be in the DC area

and would like a tour, give me a shout and I will be glad to show you around, or if I can't, I can probably find a RUPA docent who can.

Well, that about does it for another year, we wish good health and good fortunes for everyone for the coming year. Regards, *Larry*

**MONA L. HOWELL**—1825 19<sup>th</sup> Dr, Mukilteo, WA 98275

Cleve: Here is my check, a little late. Last August I traveled on Norwegian Cruise Lines to the capitals of Scandinavia, a true trip of a lifetime.

In December, my sister and I traveled on Carnival Cruises to Mexico to join our friend, who sings.

In January, United came through with a great deal for my sister and companion (me) so we flew to Hawaii. This year I have to stay home.

My thanks to you for the continued good work.

*Mona* Mrs. Jay H. Howell

**FRED HUNTER**—1157 Lady Bird Dr, Somonauk, IL 60552

Well it is not my birthday month but better late than never. Moved into our new house in Illinois in May so had a busy summer with a new lawn etc. I moved from a Town House in California to a new home with all the work attached to it. Helps keep the weight down and you never get bored. Now I can enjoy snow and ice as well as heat and bugs. But I did miss the fires and mud slides of California. Our Grandchildren are close by so life is good. So sorry to hear of Jock's passing, *Fred*

**ROBERT T. JOCZ**—107 Shady Branch Trl, Ormond Beach, FL 32174 [rtjocz27@aol.com](mailto:rtjocz27@aol.com)

Dear Cleve, 75 years of age doesn't feel old to me, but I'm surprised to have lasted this long. I feel strong and fit, but it's a wake-up when I hit my best drive at the golf course and it barely cracks the 200 yard mark.

Still able to do construction projects and climbing ladders at the house, and at the Lake Anna Home, thankful to be able to do most everything required. Thanks to some pills, Jo Ann and I hope to be around long enough to watch our grandchildren grow up and to spend lots more time with them at the lake house.

We have a granddaughter, Michelle (UAL Capt. Mike Jocz's daughter) and three grandsons (UAL Capt. Doug Jocz's sons) Bob, Tom and Tim, plus,

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three grand doggies (all Labs). There is water SPLASHING all day at the lake. Mike and Doug are still flying Captain out of IAD. Not real happy with the new contract, but happy to still be working. Lets all keep our fingers crossed for old UAL. Jo Ann is playing golf and keeping active. Goes to CURVES three days a week, and I'm very proud of her.

Went to Kauai this last summer to celebrate our 50th. Best thing I ever did was to marry her when she asked me. Gettin better and better with age. You know you are OLD, when you read that the young kids who flew co-pilot for you are retiring! I read in the council 33 notes that two of those kids, Capt. Josh Rabinowitz and Capt. Bob J. O'Brien are retiring this year. Both fine men and fine pilots. I enjoyed many a great time, flying with them both, and I wish them a happy retirement life. Thanks to all for keeping the *RUPANEWS* going. Enclosed is a check for dues and a little bit more. Good health to all, *Bob*

**DENNIS D. KEAST**—9100 Villa Portofino Cir, Boca Raton, FL 33496

Dear Cleve, Here's my check for 2004. Weather here in Florida has been great. Hope yours has as well.

I learned the other day that exercise can kill you. While out walking I got knocked 16 feet by a P/U truck. The driver was on his cell phone and not looking where he was going. None the worse for wear, thank goodness. Thought I had broken my hand, wrist and finger, but x-rays showed no broken bones. I hit my head good when I landed, but a cat scan of head and brain showed "nothing." I will have therapy for a month and should be good as new. Thank goodness I'm retired or I'd probably get called in for "sick Leave counseling", or is it dependability? Anyway, it could have been worse. Take care, and keep up the good work. *Denny*

**EDWARD P. KRIEGER**—3210 Lake Knoll Dr, Fullerton, CA 92835

Dear Cleve: The Big 85 has arrived and I'm still ambulatory. The bones are feeling their age, but the desire to see and do is still there.

May I say "beware" to all the oldsters out there, to contact your doctor of you display any signs of vagueness or loss of memory.

My lovely wife contacted viral meningitis, and it

has left her somewhat indisposed and reticent to travel. The disease affects memory, reasoning, and recognition. It inflames the tissue surrounding the brain, creating pressure that temporarily causes the problems. She is now on the mend, but a long way to 90.

Thanks to all of you for an ever improving publication. *Ed*

**THOMAS A MC MICHEN**—PO Box 368, Sagamore Beach, MA 02562

Time really does fly when you're having fun!! I've been retired now for 10 years and can't believe it. Started out back in the summer of '94 on a Caribbean cruise on my sailboat, the Out-A-Here. Sailed from Cape Cod down to Florida; left mid-December from Biscayne Bay to the Bahamas and down the island chain to Venezuela. This took 7 leisurely months to accomplish with lots of sea stories to tell. Ellie and I came back to the Cape in December for Christmas and to take care of tax filing, etc. and I returned to the boat solo. "I'll be down in a few weeks", she said. That turned out to be approximately 6 months later. We met up in Isla Mujeres off of Cancun and then back to the states. During those 6 months, I sailed from Puerto La Cruz, VZ, to Curcao, Bonaire, and Aruba and then across the Caribbean Sea to Honduras, Guatemala, Belize, and Mexico.

Sold the boat that year and started biking – motor biking. Am now on my third Honda (Goldwing 1800) and have been cross country 3-4 times and have hit all 48 of the contiguous states. Expected to go to Alaska last summer but that did not pan out.

Am still hopeful of making that trip. Right now I am in a sling from a wrist operation which is a result of a bike accident 2½ years ago. A guy in a pickup came right across one of our famous Cape rotaries, knocked us over and took off. He was caught, but the damage had been done. The result was I was left with my left hand in on and off pain which I thought was arthritis. I had bone on bone causing the pain. Am looking at 2 more weeks in a cast and then 5-6 weeks of therapy. In January I had my appendix removed (emergency) and 10 days later my gall bladder was removed. So it's been an interesting beginning to 2004.

End of September, Ellie drug me on down to Peru to visit Machu Picchu. I was not very interested in the whole deal, but guess what, I really, really en-

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joyed the whole trip. Machu Picchu is difficult to describe – magical, mysterious – recommended. We spend a lot of time with the grandkids and they keep life interesting. Hope the next 10 years are as good.

Check is in the mail. Enjoy the *RUPANEWS*. Keep up the good work. *Tom & Ellie*

**DON MASTRUD**—9203 Spring Hollow Dr, Austin, TX 78750

Hi, Cleve, David Copperfield couldn't have made this past year disappear any faster than I did, but don't ask me how. It's been interesting in many ways — for instance, I finally ended an episode with the wrong woman that lasted 32 years (marriages come and go, but divorces go on for-freakin'-EVER! Or so it seems). Oh well, my health is still pretty good. I'm hangin' in there, and my life is at least keeping me well occupied until the real thing comes along, ha ha. Hello to all those guys who remember me.

Anyhow, Cleve, my thanks to all you guys who keep the RUPA thing going smoothly and helping us retirees keep in touch. I'd appreciate it if you'd change my official e-mail address to [mas-trud@sbcglobal.net](mailto:mas-trud@sbcglobal.net) at the earliest opportunity. *Don* (14 years retired)

p.s. How do you get "over the hill" without going to the top?

**R. L. "PETE" MAURY III**—646 35<sup>th</sup> Ct, Florence, OR 97439 [maury3@oregonfast.net](mailto:maury3@oregonfast.net)

Hi Cleve and Gang, Oh, how time flies when you're having fun and I am. Enclosed is a check for renewal and a little extra.

I was saddened to hear of Jock's death. He was a great man among great men. I'll miss him too. I'm still involved with the Elks; I'll be Chaplain next year. Just knowing that I'll be the SOB praying over them, should give the local Elks incentive to live another year. The Architectural Control Committee, The Lane County Road Advisory Committee, hanging out at the airport, riding my Super Scooter (Aprilia Atlantic), and attempting to keep Maureen happy takes up the rest of my time. Maureen is in "Loss Prevention" at the Fred Myers store here. She really looks great!

My son Rick has survived at US Airways. 'Been on five different airplanes since their bankruptcy. He's

back on the 300 and happier now.

I see Dick Markee and Sam Spayd at the airport from time to time, and there's a couple of UAL maintenance types in the area.

We're still enjoying Florence very much.

Our best to all, *Pete*

**MICHAEL S. MELIN**—104 Ricardo Rd, Mill Valley, CA 94941

Dear Jock: Enclosed is a check for my 16<sup>th</sup> birthday - February 29 - four years after my last flight. The living continues to be good here in California.

I just returned from a trip to Thailand with my friend, Capt. (Ret.) Dick Lewer. We first went over to the Far East together in 1965 with the Marines on the aircraft carrier, Princeton. Something about saving the Vietnamese from communism. You know how successful we were...

When I returned I went to Ixtapa, Mexico with my wife, Patti, and friends to play tennis and play on the beach. Also managed to fit in some skiing in Tahoe and Park City this year.

I am still racing my Santana 35 sailboat in SF Bay with some success and playing USTA tennis here in Marin. We go to the ALPA tennis tournament in Palm Desert every October. I recommend it for all you tennis players out there. Much fun and camaraderie is had by all.

Thanks for all the hard work. Regards, *Mike*

**AUGIE MILLER**—17 Oxford Rd, Scotch Plains, NJ 07076 [skylane182@juno.com](mailto:skylane182@juno.com)

48/82 BHM, PIT, DET, ORD, EWR, JFK

Hi Jock, I just realized my birthday was Feb. 12 & it is now Mar. 1, I have sent postage check to Cleve. I haven't much to report this year, no big travel itineraries. The usual Doctor appts. the QB convention at Dayton, the Capital picnic & a couple trips to Pit to visit relatives. That's about it.

Our son, Kirk, with AAL was bumped from 737 Capt to co-pilot on the 777, flying international out of MIA. He sure likes the 777, but says he'll forget how to fly if he stays on it much longer. Hopefully, he'll soon be back in the left seat.

Our grandchildren are moving right along, one working for a living in Denver, one graduates from college this year, three will be in college next year & the youngest a jr. in Hi school. Never thought I'd get this old. Best Regards, *Augie*



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## THE DARK SIDE OF FEDERAL DEBT

by Steve Butler: Retirement Planner

Alan Greenspan, speaking once again from the dark side of the Force, reminded me of Darth Vader. He allowed as how Social Security needed to be cut back because the system was scheduled to run out of money. There was nothing about having the government pay back what it has borrowed from the system to make the tax cuts possible.

The supreme irony of his comments stems from the fact that he owes his job to his recommendation, back in 1983, that a surplus be developed to meet the needs of the aging demographic bubble. Today, we pay Social Security taxes that are about 50 percent more than what the government pays out in retirement benefits. Our cumulative excess, since we started the process back in the Reagan era, should be about \$1.8 trillion. Instead, there is nothing there. It has all been loaned to the government to help fund the deficit and those tax cuts.

For some reason, we never quite think of loans to ourselves as being real. The loan from the Social Security Administration to the U.S. Government is viewed as a loan to ourselves -- much like a loan from our own account in a 401(k) plan. Instead of being a real loan, where we have to pay someone else back, we only have a situation where we have accessed some of our own cash that we really should have left alone.

Politicians since the Johnson era have been treating any Social Security surpluses as just additional government money that they could tap for any purpose -- and they have. They have borrowed it all and don't really think of it as real money that will need to be paid back. If they did, they would be more concerned about the \$44 trillion to which the borrowing is projected to increase.

Actually, the latest number is now \$51 trillion if we add in the new prescription drug benefit that outlaws any negotiation for volume discounts.

Ideally, that surplus should have been loaned to the corporate bond market, where borrowing companies feel an obligation to pay what they owe or go bankrupt. These borrowers also lack the unlimited power to tax. Keeping the funds separate and out of the hands of politicians would have afforded better focus on government spending and would have forced a balanced budget. In just the past few years, a Social Security surplus of \$475 billion has disappeared into the maw of government spending as additional loan proceeds. Who will pay these loans back? Guess. The bulk of the money will come from honest, tax-paying, working Americans earning between \$60,000 and \$300,000. This group's future Social Security benefits will depend on money being returned to the system. To his credit, Ronald Reagan prompted what was the largest single tax increase in the history of the country. It escaped much publicity because it involved Social Security rather than income taxes. Presumably in response to Greenspan's recommendation, he launched the increases necessary to start building up a Social Security surplus for the projected boomer generation. David Cay Johnston, in his seminal work titled "Perfectly Legal," points out that the maximum annual Social Security contribution in 1970 was \$327 per person. Thirty years later, it was \$4,724. In 2003, it is \$5,400 and matched by the employer. For a married couple both earning \$87,000, it comes to \$21,576, or about \$400 per week. All this happens before even considering Medicare, regular income taxes and the Alternate Minimum Tax. Robert Posen, recently installed chairman of Massachusetts Financial Services, said in a recent speech that during his tenure on a Social Security advisory board, it became clear that benefits would have to be cut, the age at which they start would have to be extended, and the rate of return on investments on the surplus would have to be increased. The financial services industry, of course, is drooling over the possibility of individual savings accounts that allow participants to invest portions of their Social Security money. I'm sorry, but according to Posen the costs to participants for this concept is predicted to be 30 basis points, or about one third of a percent per year, and that's just an obscene rip-off for a service that should cost less than 3 basis points. If the drug industry invested \$100 million in lobbying efforts for the drug bill, imagine how much the financial services industry will pay to create the feeding trough of "personal savings accounts." I'd say forget about opening the door of Social Security to the private sector. It would just muddy the waters as a useless distraction. People who want equities can do so in their 401(k)s, IRAs and home ownership. The answer to solvency in the system is to get back to the basic idea suggested by Greenspan in 1983 -- and stop contaminating it. Build up a surplus and loan it to someone other than the government.

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Loaning it to us (the government) means that we taxpayers have to pay it back. It doubles our cost. Loan it to the private sector, and the 1 percent of Americans who own roughly half of all stocks and bonds will effectively pay for half of the surplus. As Martha Stewart would say, "That's a good thing." Cuba Gooding, in the movie Jerry Maguire, has Jerry, the sports agent, shouting into the phone, "Show me the money! Show me the money!" All I can say is that the Bush tax cuts better work if they are supposedly going to create a strong economy that will pay off the deficit and easily pay back the current \$1.8 trillion in Social Security surplus loans. Frankly, it feels like we're betting the farm, and I don't see any fallback position if it doesn't work. Greenspan's furrowed brow might be a symptom of the 20 years he has been secretly worried about how his great idea got undermined by politics.

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## SECURE YOUR PLACE IN HISTORY AS A MEMBER OF RUPA (Part II)

You may not have been aware at the time, but by choosing a career in aviation and becoming an airline pilot, you were continuing the traditions and history of the early airmail pilots who formed United Airlines. United has a rich and deep history in which we, as pilots, all participated, and continue to do so till this day. As a member of RUPA, your commercial flying days are over, but the traditions and history you made continue on. We may not all have flown wood and fabric planes, but we all most certainly have participated in the transition from the prop and piston age into the jet era. By doing so, we all contributed to aviation safety, and to advances in air transportation as well as commercial aviation.

There were heroes in the cockpits before us who made sacrifices, so that careers and working conditions could be better for the pilots who followed them, just as you made sacrifices and stood your ground so changes could be made for the betterment of the industry and your fellow pilots who followed you. You are the ones who set the standards for safety and leadership for your Co-Pilots and Second Officers. They learned by your example how to be effective Captains, and pass on the traditions of good leadership to their future crewmembers. The lessons were well learned. For during these trying times, in an industry fraught with uncertainties and mismanagement, the crewmembers you led, continued on to forge their own history. The National Air and Space Museum helps to commemorate and educate the public about aviation history. You are a part of that aviation history.

You should have received a registration packet from the National Air and Space Museum. I hope you take this opportunity to secure your place in history as a member of RUPA. Your tax-deductible donation of \$100 will help support the museum and place your name on the exclusive RUPA panel. You may also include the name of any other RUPA member, living or deceased. In addition, the Honoree Profile that you may choose to include with the application will be archived for your descendants and others to view when they visit the new Udvar-Hazy Center.

We are a unique group of aviators, rich in aviation history. Many of our members have flown, or crewed in, many of the aircraft that are displayed at this new center.

The National Air and Space Museum's new Steven F. Udvar-Hazy Center and the National Aviation and Space Exploration Wall of Honor will serve as a wonderful monument to you, your aviation career and to our RUPA organization. I strongly encourage all of you to participate. *Rich Bouska*



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**V. WAYNE MOORE**—6101 34th St West, #18-H, Bradenton, FL 34210 '56/'94 ORD JFK  
Hi Cleve and all, The check is in the mail, of course. For those who may care, I'm still in Florida, still un-remarried, playing much tennis with a little golf and a little fishing thrown in and enjoying it all. Not much travel but looking forward to an Alaskan cruise in July with kids and grandkids, about 26 of us. Thanks to all who put out our newsletter. *Wayne*

**WILLIAM E. MOSSOP**—1400 Colorado St, Boulder City, NV 89005 SFO 65/92  
[billmossop@aol.com](mailto:billmossop@aol.com)  
Dear Cleve, Along with his many friends and admirers, I am also saddened at Jock Savage's passing. I read Joe Doniach's fine commentary and tribute to Jock on the RUPA website. Well said Joe! Our sincere condolences are extended to Sheila and family. Best regards to all you folks who keep our fine organization functioning. We are both well and staying busy. *Bill & Vi*

**JAMES W. OXLEY**—PO Box 1146, Sonora, CA 95370  
Cleve, Sorry I'm a little late with my check, after all I'm 85 years young. I tend to forget a few things now and then, and my secretary is almost as bad. Still enjoying fairly good health, just a little slower, can't understand it.  
Enjoy reading the *RUPANEWS*. Many thanks to all who put it together.  
Till next year, the good Lord willing.  
*Jim*

**GEORGE A. PAULL**—6637 Spring Valley Drive, Alexandria, VA 22312 40/84 [w4qxo@aol.com](mailto:w4qxo@aol.com)  
Hi Ted and welcome aboard. Very sorry to hear of Jock's passing and thankful that you will take over the publishing chores.  
2003 has not been one of my better years. Pneumonia in April and an ambulance ride to the hospital. Then in June, another 911 call and ambulance ride to Fairfax Hospital with a heart attack. Then at the end of November, walking two large dogs when they spotted another animal and I flew farther than the Wright Brothers replica with only two dog-power. Got a broken left wrist out of that experience. Hoping that 2004 will be a better year. I have lost too much weight and trying to gain some of it back.

Daughter, Linda, and Son in Law, Larry Mayse are still flying for Delta and with good seniority numbers. They occasionally fly together on the International flights. Larry has become quite an artist in glass carving and his work can be seen on [www.natureglass.com](http://www.natureglass.com). Smithsonian displayed some of his items. He and Linda are based in Atlanta and, although I haven't flown on the airlines much in the past year, it is great to have Delta pass authority.

Too many old friends names have been showing up on the "Flown West" list. Just last Tuesday, Louis Hibbs, a very good friend for 62 years passed away in Tucson after four months in the hospital. Lou had been a Dispatcher and Supervisor for PCA, Capital, and United for many years. The check is in the mail to Cleve. Many thanks for your good work. *George*

**KING PURTON**—918 Centerbrook Dr, Brandon, FL 33511 '56/90 YIP, LAX, JFK, EWR, CLE, MIA, ORD  
Fourteen years down and hopefully fourteen to go. Madelon and I are doing well except for arthritis of my shoulders. All three Sons are in the area and are prospering. I just returned from skiing at Alta with my #2 son, Dan. Big role reversal, he follows me around and picks me up.  
We did the St. Petersburgs National Offshore One Design (NOOD) in a Melges 24 in twenty plus knots of wind and four foot seas. The upwind leg was like riding in a washing machine, being thrown all over. The downwind leg at seventeen knots was pure adrenalin. Boats on both sides, ahead and behind with all of us on the edge of losing control. I saw one wipe out where one crew member went airborne and never touched the life lines while being thrown over board.  
The following week I did race committee for the J-24 Mid Winters. Forty seven boats in the same twenty knot wind. Awe inspiring and much more civilized in a powerboat where I will be spending more and more time.

One good thing about arthritis is that I have finally found something that will slow down my golf swing.  
Madelon and I send our best wishes to a great group of people. *King*

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## **BART is Here**

United's Baggage Handling Will Never be the same!

With the click of a mouse, employees can now find the precise location of any given customer's bag at any given time, in real time. United's new Baggage Alerting and Reporting Tool (BART), an online application that tracks bags and customers from check-in to final destination, promises to result in fewer mishandled bags, improved Department of Transportation (DOT) rankings for baggage handling and most important, happier customers and a positive impact on definite intent to repurchase ratings. In short, BART is a very, very good thing.

"Before, Ramp Operations and Customer Service employees would have to check several sources to match a passenger's location with their bags' location, and that information was often not readily available when they needed it," explains Moshe Schechter-manager, Airport Operations Research and Development (R&D) and BART program leader. "With BART, employees track the locations of passengers and their bags on one screen, and quickly. In a few seconds, they can learn critical information, like whether all the right bags got onto a flight on time, whether a passenger transferred to another flight without his or her bags, or whether a bag was put in the right claim area."

With new hand-held scanners, bags are scanned at check-in, before they go onto the plane, after they get off the plane and when they land in the baggage claim area. With each scan, the information is updated in BART and instantly available to employees. Employees can monitor baggage scanning performance against goals throughout the day.

Also, when a passenger or bag transfers to a different flight than the one previously scheduled, the entry is automatically highlighted to alert employees. Schechter shares an early success story: "A customer yesterday decided to take an earlier connecting flight to Las Vegas. She had two bags with her on her previous flight. As soon as she checked in, the BART screen highlighted her name and two bags to indicate they needed to be put on her new flight. A problem for the customer was successfully averted."

Bart is the result of a sixth-month collaboration between Airport Operations departments, including employees from stations, and Information Services Division. It went live Feb. 26 and is now in place at all the stations. BART is accessible from any United intranet-enabled computer, on SkyNet via 'More Business Tools,' System Status Display (SSD) and Station Performance Index. Employees are encouraged to provide feedback through the online link.

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## **UNITED UNVEILS NEW PAINT SCHEME**

United Airlines is introducing a new branding campaign, including a new paint scheme for its airplanes. Blue and white will replace blue and gray on the company's fleet of 500 planes during the next three to four years. The new scheme features *United* in black block letters and the airline's double-U swoosh logo on the tail. United will paint about 75 jets this year. It could take three or four years to paint its entire fleet of about 400 planes.

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**JOHN C. RAINS**--211 Allan Ridge Rd, Morris-town, VT 05661 802-888-1530

Cleve, I've sent my 2004 dues today. Margie and I moved to Stowe, VT last November just in time for a 14 inch snowfall followed one week later by a 16 inch snowfall followed the next week by another 14 inch snowfall. If you like that stuff (we do) it was heaven. The skiing is non typical east coast fantastic. Our little house here has a super view and we're at the end of a dirt road so it's blessedly quiet and calm. Deer, Moose, and Bear are here and every morning seems to bring some new and exciting thing to enjoy. We like it, and on those occasions when it seems the cold won't go away we are grateful for reduced fare airline benefits and the presence of the Caribbean.

I retired from UAL in Feb 2001 and this past December retired from my financial planning business so I am completely retired, until the next thing comes along, whatever that may be. Can't wait to see.

In early February I flew to SEA to spend time with Eric Malm and Dave Fahrenbach and ski a little Cascade slush (it was sunny and super). Dave and I ran into Denny Narog, Dave Mosby, and Sharon Shaddock on the slopes so we had an impromptu RUPA meeting. No major decisions, mainly trail selections. What a treat.

April brings a 12 day cruise out of Venice, IT to the Greek Islands with good friends. I'm glad I'm retired. *John*

**DICK RUSSELL**—1797 Mitchell Ct, Daytona Beach, FL 32128 [russell20@cfl.rr.com](mailto:russell20@cfl.rr.com)

55-90 - DCA, NYC, EWR, LAX, SFO, LAX  
Late last year I flew in a 4 ship diamond formation in my T-34B. Our act included an air start with a 60 degree banked/2.5G circle to the left, in front of the crowd, and then a "dog-bone" turn around to do another circle to the right and then a 4 ship diamond-drop landing. No, I am not part of the Lima Lima group but just a bunch of old fogies having some fun. As we taxied in to the ramp, the Thunderbirds were taxing out to do their show and someone on our discrete frequency was heard to say....I wonder if those guys (Thunderbirds) know that 3 of the 4 of us are over 70 year old! Our lead that day is an active Lima Lima pilot and I take my hat off to them and enjoy watching every one of their excellent performances.

Formation flying for a guy who spent his entire life attempting to put lots of space between his own plane and all others, this new endeavor was quite a change and challenge. It is a demanding way of life, in itself, and we answer requests for formation fly-overs, on an average of one per week. On Veteran's Day and Memorial Day we will do up to 5 locations. Because of the interest in formation flying and the demand for appearances at the same time, scheduling can become a problem. Fortunately, there are other formation teams in the area who are ready and willing to perform and at times we have up to 30 planes in one formation. Yes, we live in a fly-in community where many want to fly formation.

Wilma and I continue to enjoy lots of tennis and she plays bridge. There is never a dull moment around this place and my 4 year term on the airport committee will end next month. All is well here in Florida and at 74 I'm in "pretty good shape for the shape I'm in!" Poor grammar but old people are allowed at least one grammatical error per letter....especially if it was done intentionally.

*Dick & Wilma*

**KEN A. SCHROEDER**—23697 Mulligan Mile, Rapid City, SD 57702 [keaschroeer@rap.midco.net](mailto:keaschroeer@rap.midco.net)

Dear shipmates: another year of underwhelming expectations. I suspect the daunt is fleeing my dauntlessness and my chest is receding into my drawers. I have an infection in my upper jaw, arthritic shoulders, turned my ankle on the ice, 4th year of drought, lakes are down, walleye limit is down, I shoot like Salvador Dali paints; every other pheasant, duck or goose, my fingers are numb, my last 18 crown hairs have withered, cat won't poop in the box, can't get a 1<sup>st</sup> class physical (heart by-pass) ticket, too much month left after the pension, kids don't write or call, F/A wife treats me like most of them treated us; I said I am really gonna make you happy....she said I am really gonna miss you. There that ought to comfort at least a few of you. Life is grand in the land of Lewis and Clark, Custer, Crazy Horse and Sitting Bull. Fond regards, *Ken*



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## MORE ON PROSTATE CANCER

**MIKE HEPPERLEN**—6823 W. Hillside Rd, Crystal Lake, IL 60012

Hi family and friends, I was diagnosed with prostate cancer on May 1st. of 2001. My PSA was 4.3 and my Gleason score, which is given by the pathologist when they grade one's biopsy, was 5. My history is as follows:

I am 66 years old. My grandfather died from the disease at age 67 and my father had it diagnosed in the early 1980s by my brother who is an urologist. My dad, who was a medical doctor, decided to be castrated which stopped the disease and he died in 1993 of other ailments at the age of 87. Since the history of the disease is in my family, I am a high risk for the disease; hence my brother has watched me closely for the last 14 years or so. This disease can also be passed down from your Mother's side of the family. Since this information should be of interest to all the males who read this epistle, I will go into some of the methodology I have gone into to make a decision on the type of treatment I have selected. The reason I am writing this is that one out of every two males who read this will have prostate cancer before they die.

The cause of this disease is unknown. It can generally strike males at the age of 40 and up, however some males have had it diagnosed in their 30's. Generally the younger you get the disease the faster it grows and the treatment options are limited because when the cancer penetrates the prostate capsule a cure is very difficult. If some of the blood relatives in your family have had the disease, you should start having PSA checks and the digital rectal exam yearly at the age of 40. All other men should start having exams on their 50th birthday. If you have escaped the disease until the age of 75 or so, most doctors will recommend watchful waiting. You are checked once or twice a year to see how the disease is progressing. The reasoning is that you will probably die of something else before prostate cancer takes hold since it usually grows very slowly at this age. I would recommend the exam be done by an urologist since they have more sensitive fingers to feel a tumor. However 40% of tumors cannot be detected by the digital exam. Mine wasn't. That is why the PSA test is so important.

Prostate cancer feeds on testosterone. One of the treatments used to be castration, since 90% of the testosterone is produced by the testicles. The other 10% comes from the adrenal glands, which the cancer is smart enough to use after it has been deprived of the main source for a while. Unfortunately one cannot live without these glands so they cannot be removed. The word cancer comes from the Greek word spider which is what it looks like to the eye. The tumors live on the wall of the gland which is why you have to catch them early before they spread.

This information all came from the Internet. My wife, who is our "net" guru, downloaded about 2 reams of information for me to read. It was very valuable to have the information to make an informed decision. This is what I did for a week or so after the diagnosis. If you are diagnosed with this disease and if you don't have a computer, buy one. The decision you make will affect your life style as well as your longevity on this planet.

The Gleason number will determine the type of treatment that is available to you. These numbers go from 1 through 10. 1 is the best and 10 is the worst. As I said before, the pathologist grades your tumor as to its aggressiveness. The faster it grows the less time you have to find a treatment before the tumor penetrates the capsule and starts to spread to the rest of your body. When one's Gleason score is less than 6, you have a 70% chance that the tumor is contained and you can choose the different treatment options.

Some different treatment options:

1. The Radical Prostatectomy. This method involves the removal of the gland. It is tough surgery for the urologist as well as the patient. The prostate gland is below the pubic bone and is difficult to get at. Most urologists recommend this option since it is how they were trained. The surgery takes 2 to 3 hours. If the cancer has not escaped the capsule, then the patient is cured. Some of the negative side effects are incontinence and impotence. Both of these occur in about 50 or 60% of the cases. Dr. Walsh is the top doctor in

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this field and he is located at John Hopkins University in Baltimore. MD. Dr. Meyer at the Mayo Clinic in Rochester, MN is also excellent. They both practice the nerve sparing surgery, however the success of this method is also related to age, that is the older you are at the time of surgery, the less chance that everything will work as it did before the operation. Occasionally, not all of the cancer is removed which is noticed by an increasing PSA reading, and then the patient has to go through radiation treatment.

2. Cryosurgery: This method freezes the prostate. It is successful in killing the cancer however some of the side effects include incontinence (about 8%) and impotence close to (100%). The cure rate is almost 100% when done using total cryosurgery, rather than targeted cryosurgery. The University Of Massachusetts Medical Center has pioneered this total approach; however, I don't think it has been in general use for very long. Since the prostate gland and surrounding tissues are killed by freezing, it has worked well with PSA up to 40.

3. Radiation: This option radiates the tumor. The tumor cannot multiply when it is under radiation as long as the radiation is present when the tumor is dividing. These treatments can be given in different ways. External beam radiation is where the patient is on something similar to an X-ray table and the X-ray head goes around the body. A proton beam unit is sometimes also employed in this fashion. Some problems that come with this treatment are rectal irritation, diarrhea, blood in the urine etc. Long term side effects include impotence and incontinence. Also with this therapy you more or less burn your bridges since it generally precludes other treatment, and the cure rate is not as good as the radical surgery, about 60% to 70% depending on who you read.

Also included under radiation is brachytherapy which is the option I have chosen. Brachy comes from the Greek word near which describes the treatment. There are two types of this therapy, high dose radiation (HDR) and low dose radiation (LDR). With HDR hollow needles are inserted in the perineum, the area between the rectum and the scrotum, and a radioactive seed is moved in and out of these needles which stops the cancer from growing. These needles are placed with an ultrasound device. This method is generally used with more aggressive cancers since the radioactive seed is not in the prostate very long. With LDR, radioactive seeds are placed in the prostate with hollow needles in the same fashion as HDR, except they stay in place. They emit a continuous dose of radiation which is why they work well on tumors that do not grow quickly. Two types of seeds are used either iodine-125 or palladium-103. The half life of the iodine-125 is 60 days, and the palladium-103 is 17 days. Again the seed usage is determined on the aggressiveness of the patient's tumor. The cure rate is about the same as the radical surgery i.e. about 80% and the side effects are much less i.e. almost no incontinence and 20% impotence. The cure rate greatly depends on the provider who places the needles, so I would recommend using someone who does at least 2 or 3 a week and has the latest ultrasound equipment. I have chosen the Chicago Prostate Cancer Center for the above reasons and I had my implant on 24 July 01.

I know you haven't asked for the time and I have told you how to build a watch, however 50% of those men who read this will be affected by this disease sometime in their life. Besides the Internet, Andy Grove's article in the May 13, 1996, issue of Fortune Magazine is excellent.

Some new research has been done on the DNA of the prostate cancer cells. Not all of prostate cancer cells are the same and some can be benign, and you can live with them and they will not harm you. However I haven't heard that this research has been completed, with published results. As of now, early treatment is the best option.

November of 2001 my PSA was 1.49. It should continue to drop to between .5 and 1.0 in the next 2 years if I am typical. My next check will be in May. My PSA in May of 2002 was .64 which I feel is excellent. In December of 2003 I had another PSA which was .27. Normal PSA's for brachytherapy run from .1 to 1. I started to have problems with impotence about 1 year after the procedure. Viagra took care of the problem, however it took about 3 doses before it started to work satisfactory. Incontinence was a small problem from about 3 months after the procedure up to about 2 years. It has cleared up now. *Mike Hepponen*

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**SHELDON L. SCHIAGER**—8906 NW Lakeshore Ave, Vancouver, WA 98665  
Cleve, Almost early, but at least on time! What'll I manage next?  
Jean and I are doing quite well, me doing nothing in particular, and Jean still playing her jazz at the Benson Hotel four times a week, at least when we're in town, which is less than half the time. We do lots of travel, via UAL, auto, cruise ships, and good old walking. Life is good, and each day I am upright I'm thankful.  
Thanks to you and all the others that make RUPA such a good organization. *Sheldon*

**E. R. BOB SCHWAB**—8807 Round Table Ct, Fair Oaks, CA 95628  
Dear Cleve, Sorry to hear about our Scotty. A good man who will be sorely missed.  
Jet Blue has started non-stops from Sacramento to JFK and Dulles. Continental starts non-stops to EWR in June. American starts non-stops to ORD in June. That just about cleans up UAL in Sacramento. *Bob*

**JIM & NATY SHIPP**—PO Box 3098 Battleground, WA 98604  
Three years since I had the chance to fly the 400. Can't say that I would really wish to go back to work, however each time I see the big bird on TV, can't help but feel a bit of longing to fly one again! We are still spending our summers at our home in a remote part of western British Columbia, with lots of trips to fish the inland waterway. Also enjoying life here at Parkside Airpark which is close to BTG (PDX) VOR. We really keep busy with the airplanes and toys so life is good.  
Thank You RUPA for the chance to hear from others, and Thank You UPBPA for the effort of protecting our retirement.  
So Long Jock...you are with us in memory. Would enjoy hearing from retirees that have similar interests. [jim4shipp@aol.com](mailto:jim4shipp@aol.com) *Jim*

**HAROLD K. SNYDER**—12711 Pine Cone Rd, Parker, CO 80138  
Jock, Enclosed is my \$25 for 2004. We are still flying the Mooney to TX, (Winter place at P.I.) and to visit children in VA, NH, WA and some other trips. (ding, ding, ding)  
Always enjoy reading about my old friends. Keep up the great work, and thanks for your efforts.  
*Hal Snyder*

**FRANK SOARE**—10150 S. 186<sup>th</sup> Ln, Goodyear, AZ 85338  
Hi Cleve, This will be my second email annual letter, and I think that this is the way to go. Beats sitting down and writing a letter, and then typing it up. *[I wish everyone with a computer would send their annual letters via E-mail. It saves me a lot of work!!! Thanks, Cleve]*

We didn't travel much this past year, not as much as we'd have liked. Attended a nephew's wedding in Minnesota, and then another trip last fall to Montana to see my mother (92) and the other members of my family. We then took some short trips around the Southwest states to some of the scenic areas, there are so many near us.

We live in a place in the foothills of the Estrella Mountains SW of Phoenix. It was Charlie Keating's last project before he went to prison for the Savings and Loan fiasco. He had developed several projects in the Phoenix valley and all are beautiful in design and infrastructure.

Anyhow, we have to drive by the Goodyear airport, which was at one time a Navy air base, where probably 80 to 90 airliners stored. It is sad to see a lot of UAL planes there. At least 6 777's plus 2 white ones straight from Everett, and about 15 727's, and there were about 8 737's, but now I only see 3. Still a couple of DC10-30's. The 727's are being scrapped, and all of the DC10-10's are gone. My son works for Boeing in Mesa and said that all of Varig's MD11's (5) and at least 8-10 767's were repossessed and stored at the Goodyear airport.

Delta has many 767's, even a 767-400 never even used, and about 12 MD11's, and numerous 737's. There are also several 747's, some 200's, 300's and 3 400's of unknown airlines or country. You wonder how many of these will fly in service again. We all pray that the powers at large in Chicago will get the airline headed the right way without having to get more concessions from all of the employees or retirees, and start making a profit. I miss my friend Bob Weimar, and I know that it is sad for us all that we've lost Jock, he was a very dear friend, and we'll miss him very much.

With warm regards to all of our friends,  
*Frank & Jeanette*



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## INTERESTING AVIATION HISTORY!

Who Did What--In the beginning--PLANES Before Congress and DOD got into the act.  
THE ACORN DAYS by Denham S. Scott  
Reprinted from *NAAR (North American Aviation Retirees Bulletin)* - Summer 2001

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother "Minta" Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glenn taught himself to fly.

It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barber-shop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first Vega in 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan who at 24 held a reserve commission as a flyer, had his hair cut in San Diego one day in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude investigated and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The "hotel" was conveniently vacant and available because the police had raided it found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was then running a three-ring-circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and bailing wire from the proceeds of his precision exhibition flying. His mother, "Minta" and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennett's Farm in Inglewood; and a hydroplane operation at a place that's now part of the Watts District. A stunt flyer named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stem to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two "BW" airplanes bore a remarkable resemblance to the Martin airplane which, in turn, had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

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During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete "Standard" biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battlefleet. The deathblow to the allegedly Dreadnaught "Osfriesland" was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called "Dutch" Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved \$600.00 and struck out on his own. He returned to Los Angeles, found a backer, David Davis, rented the rear of a barbershop and some space in the loft of a carpenter's shop where they built a passenger airplane called "The Cloudster".

Claude Ryan bought this a couple years later, which made daily flights between San Diego and Los Angeles. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators.

In 1922, Donald Douglas was awarded a contract to build three torpedo planes for the U.S. Navy, Douglas lived in Santa Monica, but worked in Los Angeles. Way out in the wilderness at what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the \$120,000 Navy contract, Donald Douglas needed and could afford one or two engineers. He hired my brother Gordon Scott, newly over from serving an apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known science of Aviation by 1923.

My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick van Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann. They were all working on the design of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926. Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

They rented a small shop in Hollywood and built the Northrop designed Lockheed "Vega". It was sensational with its clean lines and high performance.

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In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle", the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific.

The race was a disaster! Ten lives were lost. The "Golden Eagle" and its crew vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and I became a half-assed carpenter, generally known as a "wood butcher."

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft business! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928.

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and Stan Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The "Acorns" took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition.

From a speech given by Mr. Denham S. Scott to the AIA on March 1, 1968

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**JACK STEIDL**—13900 W Lake Kathleen Rd SE,  
RENTON, WA 98059 '44/'90 SLC MDW LAX  
SFO SEA

I'll be 85 years old on April 16. Kate and I are doing great; keeping busy. My son Phillip, age 58, is a five-year veteran with United as a Flight Attendant. Keeps me current with present day United, and reminds me of what it's like to be "junior".

Politics is verboten in RUPA, but I think I can report this; I know Scotty would find it interesting. Kathy, the EEOC attorney in the age 60 case, was a rabid feminist of the sixties—she even voted for Clinton, the first time. Today, she is a Republican activist, organizing PCO's, water district 10 Commissioner, etc. The times they are achanging! *Jack*

**PAUL STERMER**—579 E. Salem Ave, Fresno, CA  
[Paul@Stermer.net](mailto:Paul@Stermer.net)

Dear Jock: One whole year already. Makes me kind of junior on the list, but one I am happy to be on and do not look forward to retiring from. Retiring gave me almost as big a thrill as being hired. Almost! Flying ceased to be fun a year or two before 9/11, and after the company's declaration to the courts and the world....well, it went down hill from there.

For those of you who retired before all the fun and games, count your blessings, and for those who remain, I can only wish them well. I only had two goals for my first year in retirement, get published, and sell a painting for over \$1,000. Well maybe next year.

Junior child, (Todd No4) is getting married this summer, with still another year of law school to go. If only everyone could be as blessed as Louise and I are, with such great kids. They are all doing well in their chosen professions. Face it. We are all on the ultimate I.D.. Holidays, anniversaries, birthdays, weddings, and any other special occasion you can think of, we have off. The check comes once a month. You can have your lay over any place in the world. And as far as I'm concerned, Louise is the best darn co-pilot in the world.

Check is in the mail. Until next year, later, *Paul*

**ROBERT J. STEWART**—260 Windship Dr, Port  
Townsend, WA 98368

Hi Cleve, Well another year has past, but I will be early this year with my check.

We went on our three month summer cruise as usual. Also, we went to Whistler in the fall and then a trip to the Oregon Coast and Arizona.

In January we started to remodel our kitchen so left the dirt and dust and went to Maui for three weeks.

Here it is the middle of March and the kitchen is still not done! We have been spending a lot of time in Time Shares and eating out a lot.

Our son is in the National Guard and is now deployed to Afghanistan for a year. He is a Helicopter Mechanic so hopefully his duties won't have him flying, and he will remain on base.

We are anxiously waiting his safe return.

Thanks to all who work on the *RUPANEWS*. *Bob*

**BOB "SLIM" TINSLEY**—651 Oakwood Pl, Titusville, FL 32780 [slim@bv.net](mailto:slim@bv.net) ORD, DCA, SFO, DEN, DCA, ORD, DCA

No big changes here. Jackie full of energy despite some physical problems, me in such good health I can hardly stand myself. I'm celebrating 11 years of barely productive retirement. Hard work pays off eventually, but laziness pays off right now.

I still write my regular column for the communities section of Florida Today, and a few stories for Log-book, an aviation history magazine. It keeps my hand in the real world, but I'm glad I don't have to earn a living that way. (yet, anyway)

No travelogue this year--we flew UAL a couple of times, airplanes nearly full, they should be making money. The fun has certainly gone out of air travel, but it's nice that some gate agents still recognize us at MCO.

For the first time in 48 years, we ran away for Christmas. My wife has always worked her tail off preparing to host the holiday, and I got tired of watching her do it. This time, we hung a wreath on the door, grabbed some luggage and our decrepit Springer Spaniel, and drove away. We stayed at a pet-friendly hotel in Savannah for several days encompassing the holy day, knocked around the Riverwalk, visited the 8th Air Force Museum without getting thrown out for being Navy, and attended a Christmas Day service at a beautiful old church in the historic district.

Then we visited an old friend in Valdosta, and new friends on the banks of the Suwannee River. Arrived home after 8 days of fun and relaxation. This was a hassle-free vacation!

I still fly my L19 Bird Dog, which I bought 17 years ago. Find something you like, stick with it, I say. Besides, I've now been flying fixed-gear so long, I'd be afraid to upgrade to retractable. Too many times I have taxied in realizing I hadn't done a landing check list.

Thanks for all the good work. I read the *RUPANEWS* cover to cover.

Check to Cleve by USPS. *Bob*

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**JIM TROSKY**—34708 N. Nokomis Trail,  
McHenry, IL 60050 ORD/LAX '64-'99  
[N2999C@aol.com](mailto:N2999C@aol.com)

Cleve, Another year, another dollar. Still the same wife, kids, grandkids, great grandkids, dog and home. McHenry, IL for the summers and Surprise, AZ for the winters. What a life! Golf's not getting much better but I'm having more fun. Getting to old to care.

If you get into the Phoenix area during the winter give me a call...623-322-6112....too much going in the summer to find me.

Thanks for all you workers do for us. I do appreciate it. God bless you. Cheers, *Jim*

**RALPH J. VRTACNIK**—216 S. 166<sup>th</sup> St, Seattle, WA 98148 Well, [Rjvrtacnik@aol.com](mailto:Rjvrtacnik@aol.com)

Well, 21 years have gone by and still hanging in there. We did a little traveling last year. Visited Kona to attend a wedding, flew Hawaiian Airlines because we had to be there on time. Attended our 62nd high school reunion in northern Minnesota in July. We had a great visit with our daughter for two weeks in Alaska. We are not traveling very often this coming year. The hassle at the airport for hours is too much.

Both Evelyn and I enjoy the *RUPANEWS* and want to thank all the people who make it possible. Sincerely, *Ralph*

**J. O. WALLACE**—PO Box 126, Paton, IA 50217  
Dear Jock, I am a little late as usual, but I did get a check to Cleve earlier. You and the other volunteers are certainly appreciated in getting the *RUPANEWS* to us every month.

The past year has been a tough one for me. It was a year ago my wife Gladys became very ill with pneumonia. We were in Arizona at the time. She was in and out of the hospital for the next couple of months. It was determined she was suffering with pulmonary fibrosis which required her to be on oxygen around the clock.

With some extra planning we were able to get her back to our home in Iowa the middle of May. The day after we arrived she was back in another hospital. After a week of testing and observing her she was found to have Parkinson's disease and Cancer. When she was able to leave the hospital the first of June we brought her home. With the help of Hospice I was able to care for her at home. Hospice brought in a bed and some equipment that was a big help to me.

Every thing went along well until the middle of December. The care she needed became more than I was able to handle it then became necessary to move her into a nursing home which I hated to do. As it turned out it was a very nice place. Her condition continued to deteriorate. She passed away on February 24. Not easy to accept. *Joe*

**BILL WHITLOW, JR**—6 Via Del Lago, Lake Elsinore, CA 92532

Dear Rich, March 1<sup>st</sup> is my one year mark and it's flown by too quickly. Although March 1<sup>st</sup> is my retirement date, my birthday is in January. I was informed payment is due on your birth month since normal retirement occurs then. I retired early (22 months) because of the bankruptcy fiasco. Next year I'll do it right and send the fee in January. This past year we moved into a new home and have been busy decorating and working putting in a pool/spa and landscaping two acres.

We've only done some short trips in California with a few trips to visit my Dad in Las Vegas.

We keep busy with our grandkids, volunteering at the March Air Museum, church and the local Corvette club.

Hope you have a great year and our pensions aren't eliminated. Sincerely, *Bill*

**LAURENCE R. "RAY" WOOD**—29 Oyster Bay Pl, Hilton Head, SC 29926 '61-'97 ORD

Well, Gentlemen, I've hit the magic age where I'm tardy with my check. This occurred after 6 years of retirement.

I've spent most of the last nine months on operating tables. The end of August I had surgery for an abdominal aortic aneurysm, and two months later I was on the table at Duke University Medical center giving them a couple lobes off my right lung. Am recovering quite well and the prognosis is favorable.

I would encourage any of you to get a scan if you haven't had one for a while. The aneurysm usually has no symptoms and is usually fatal if it ruptures. Other than these minor setbacks, all is going well in retirement. Just hope we keep our income.

Thanks to all for keeping the publication coming!  
Regards, *Ray*

**JANE & GENY ZIMMERMAN**—15664 deGaulle Cir, Brighton, CO 80603 NI [GZ@aol.com](mailto:GZ@aol.com)

Dear Cleve, A little late ,but here goes. I am still doing about the same, a little golf, some flying and occasionally skiing with my sons. About three or four times a year we go to our river house in Savannah, GA and fish and boat. We generally take UAL to GA but once in a while we fly the Bonanza to haul junk.

Health is holding on. All seems well except I can't seem to always hit that darn golf ball straight.

Keep up the good work, I enjoy it. *Jane & Gerry*

## IN MEMORIAM

### **MRS. MAYE CLEM**

Maye, passed away Feb.17 2004 Eau Claire, WI. Many of you knew Maye--she was truly a lovely, gracious, and very attractive lady. She was a former Stewardess for United and was the last living Charter Member of the founding Clipped Wings Chapter in Chicago 1941. Maye was in poor health, and last summer moved from SAN to Eau Claire, WI to be near her daughter. She really hated to leave SAN. She was the widow of Captain Francis "Bill" Clem, who retired from UAL in 1977 and died in 2001. Many UAL retirees knew and admired both Bill and Maye. Condolences may be sent to: Daughter: Carole Barbara Charlson 118 Summit Ave. Eau Claire, WI 54701 and/or John Clem 2316 11<sup>th</sup> Ave E, Seattle, WA 98102.

### **RICHARD I. EDWARDS**

Richard I. "Dick" Edwards, 94 died March 6, 2004 at the Anne Arundel Medical Center.

Born June 15, 1909, in New York City, Capt. Edwards was a 1930 graduate of Cornell University and a pioneer in commercial aviation. He began his 36-year career as a commercial pilot at Roosevelt Field on Long Island and had a long list of firsts: the first pilot to own a Piper Cub at the field, the first instructor for the Link Trainer Co. in Binghamton, N.Y., and one of the first pilots hired by American Airlines as an instructor at LaGuardia.

In 1940, he joined Penn Central, forerunner of Capital Airlines and relocated to Hoover Airport, now the site of the Pentagon.

He served as a naval aviator during World War II. After being ordered to Pensacola, FL, he began four

years in naval air transport, flying missions to Africa and Europe before rejoining Capital Airlines in 1946.

He came to the Annapolis area after seeing a newspaper ad for waterfront property in Annapolis. One year later he and friends built one of the first homes on Brewer Creek in Cape Loch Haven in Edgewater. After retiring his wings in 1961, he and a neighbor began Glenn-Ed Boat Sales on First Street in Eastport, currently owned by Eastport Yacht Club.

Mr. Edwards was a prolific gardener, sailor, cook and stalwart of the Loch Haven community. He also rowed daily in his Alden shell.

Services are private. Anne Arundel Medical Center is planning a public memorial service in June. Arrangements are by Advent Funeral and Cremation Services.

### **HERBERT L. KUNTZ**

Captain Herbert L. Kuntz "Flew West" from his home on February 5, 2004 at the age of 88. Herb soloed at Teterborough Airport, NJ, in 1931 in a Jenny, and flew for 67 years. He flew Lockheed 12s, DC-3s, Vicounts, Boeing-727s, Boeing-720s, and several others. He flew for the War Production Board, Pennsylvania Central Airlines, US Steel, Capital Airlines, and retired from flying the DC-10 for United Airlines in 1975. Starting in 1981, he flew his Cessna 182 out of the Santa Ynez Valley Airport, CA for 17 years.

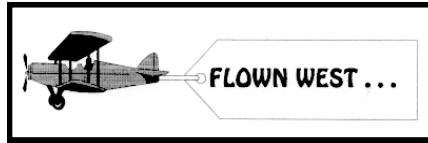
He was preceded in passing by his wife, Betty (a former PCA stewardess) in 1998, and his daughter, Victoria, in 2003. He is survived by his two sons, their wives, and four grandchildren. He enjoyed flying with his family and friends. His memorial service was held at his favorite place, the SYV Airport. He will be greatly missed by his friends and family. One of his favorite sayings was "keep the blue side up." *Barry Kuntz*

### **JEROME LEDERER**

You are probably aware by now that Jerry, "Mr. Aviation Safety" passed away February 6. He enjoyed your *RUPANEWS* journals. In fact, in the January 2004 directory, he had inserted the paper wings and circled his and Sarah's names, and noted that he is an honorary member. That meant a lot to him.

Mrs. Lederer is unable to write, so as a close friend of the family feel free to contact me at the above e-mail if you have questions [coolharriett@webtv.net](mailto:coolharriett@webtv.net).

*Harriett Porch*



<b>G. HARMON HOLTMAN</b>	<b>1/4/2004</b>
<b>MONROE I. STANLEY*</b>	<b>1/4/2004</b>
<b>JAMES H. TUCKER</b>	<b>1/24/2004</b>
<b>ROBERT J. PATTISON*</b>	<b>1/25/2004</b>
<b>CHARLES RYDER</b>	<b>1/28/2004</b>
<b>JOHN NOVAK*</b>	<b>1/29/2004</b>
<b>JOSEPH F. ROONEY*</b>	<b>1/29/2004</b>
<b>HERBERT L. KUNTZ</b>	<b>2/5/2004</b>
<b>JEROME LEDERER (NASA)</b>	<b>2/6/2004</b>
<b>RICHARD I. EDWARDS</b>	<b>3/6/2004</b>

*\* Indicates Non-Member*



### HIGH FLIGHT

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

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

*John Gillespie Magee, Jr., September 3, 1941*

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

- 2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462  
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008  
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant CC, Stuart* 561-747-2796  
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860  
2nd Fri. PHX Roadrunners—*Best Western En Suites Scottsdale Airport, AZ* 480-948-1612  
3rd Tue. DEN Good Ole Boys— 11:30am *American Legion Post 1* - 303-364-1565  
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-896-8821  
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736  
3rd Tue. Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691  
3rd Thu. LAX—*Hacienda (Even Mths) Billingsley's (Odd Mths)* 310-821-6207  
3rd Thu. Ohio Northcoasters—*TJ's Wooster (Always coed.)* - 440-235-7595  
3rd Thu. SEA Gooneybirds—*Airport Marriott.* - 206-242-1242  
3rd Thu So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896  
3rd Thu. TPA Sundowners—*Cuzzins (odd mths. Stag)* - 727-787-5550

### Quarterly Scheduled Lunches

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

Deadline: April 21, 2004

Mailing: May 5, 2004



**PERIODICALS**

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