



RUPANEWS

Journal of the Retired United Pilots Association

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The late Captain George Howson, President Emeritus

President Rich C. Bouska, 2734 Crater Rd., Livermore, CA 94550 925-443-4339, rbouska1@comcast.net
Vice Pres Noel Kane, 14611 Aloha Ave, Saratoga, CA 95070 408-867-7738, noelkane@msn.com
Sec/Treas. Cleve Spring, 1104 Burke Ln. Foster City, CA 94404 800-787-2429, clevespring@comcast.net
Asst. S/T Floyd Alfson, 517 Kentucky Ave., San Mateo, CA 94402 650-344-8359, f-alfson@mindspring.com
Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, wrichar8@tampabay.rr.com

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Convention Sites.....**Joe Ferrie** jferrie@charter.net
Fold'n 'n Stuffin' **Cleve Spring** clevespring@comcast.net
ALPA MEC Liaison.....**Felix Isherwood** felix@hsa-kauai.net
WHQ Liaison.....**Milt Jensen** mcjensen@runbox.com
Widows Coordinator **Jackie Abel** JacquelineAbel@aol.com
RUPA Web Site..... **Bruce McLeod** BMcL23@yahoo.com

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RUPANEWS

Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Tel (916)-689-5358

Ted Larusson: tlarusson@comcast.net

RUPA Website - www.rupa.org

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PRESIDENT'S MESSAGE

Fellow RUPArians, Finally, Congress has passed pension reform legislation that is considered key to United's bid to emerge from Chapter 11. Without the burden of the excessive over payments required by the old pension act, United can move forward to restore our pension fund with much smaller annual payments, thus reducing the specter of dumping our pension plan in the lap of the PBGC. It would be extremely hard for the Company to justify turning over the plan now after they lobbied so hard for the passage of this bill. Although this new legislation is only temporary, it gives United and Congress two more years to work on the problem of pension reform. I would like to thank all of you who called your Representatives and asked them to vote for this bill.

On April first, I attended the inaugural meeting of the San Francisco Bay areas first RUPA luncheon group. Thanks to Bob Donegan for his efforts in forming this group and getting it off the ground. I would like to propose they name their group the Father Donegan Petaluma Chicken Pluckers and Half Fast Luncheon Group, but they seem to favor North Bay Luncheon Group instead. Congratulations also go out to Joe Ferrie for his efforts in getting the Nor'easters' group going last March.

There has been a lot of confusion about the letters from the National Air and Space Museum regarding the Wall of Honor. The Smithsonian was supposed to send out the RUPA packet shortly after you received the March issue of the *RUPANEWS*. A back up in their mailroom caused them to delay the mailing until the 12th of April. In the meantime, several of you received letters from the museum that were mailed out to the general public. If you signed up for the Wall of Honor prior to receiving the RUPA packet, thinking it was for the RUPA panel, let me know and I can have your name transferred over.

We just returned from the Washington D. C. area. RUPA invited all the Board members and Area Representatives to view the Wall of Honor and the new Udvar-Hazy Center, so they may relay to you, first hand, what a magnificent facility it really is. Our own RUPA members who are docents, gave us a tour of the museum. It was truly a fantastic experience. (see Secure Your Place In History As A Member of RUPA part III) The following day some of us attended the Washington Area Eddie O'Donnell Luncheon.

Each month we publish a list of RUPA members who have signed up for the Holland America Cruise to Alaska. There are still cabins available but they are going fast. If you would like to attend, don't delay; a booking sheet and information about the cruise are included in each issue of the *NEWS*. That's it for now. Fraternaly, *Rich*

EDITOR'S REPORT

Although my name was on the masthead earlier, this is the first issue that has my fingerprints on it and because of the strong team that Jock had built, the earlier issues were put together and sent out on schedule. I would not have "volunteered" if I did not know that the team was already in place and that I can call on them for help, knowledge, and encouragement.

There are bound to be changes, but there are none that I have in mind. Please feel free to let me know if you think things are not going well or if you have suggestions.

Fraternaly, *Ted*

Address changes, Snowbirds & Others:

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

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

DANA POINT LUNCHEON

The April 20th luncheon at Dana Point was enjoyed under sunny Spring skies by a hardy group of fifteen. A little sparse in the attendance department, evidencing a return of the travel season. For the first time in awhile, the conversations were not dominated by pension and health care concerns, which seemed to indicate that nothing much of significance has transpired in those areas of late.

Walt Bohl re-focused our attention on the subject which brings us together for these luncheons, aviation, by bringing in a copy for everyone of a NASA magazine, "Celebrating a Century of Flight." Walt seems to have an inexhaustible source for these interesting pubs, and I think most of us look forward to his bringing along his "goody bag" of materials that enhance our knowledge and appreciation of aviation history, of which we all, in some respect, are a part.

I was sitting next to Jack Healy and Tony Testa, listening to them swap stories about their early, pre-UAL days in the Navy, flying the big p-boats (patrol seaplanes), down in the tropical climes from Florida to Panama, and it gave me an appreciation of the varied aviation backgrounds we all spring from. Lots of other "old flying" stories seemed to be in the air today.

And in a related travel note, our Fearless Leader, Ted Simmons, along with Jerry Meyer and spouses, were visiting in our nation's capitol, taking in the new part of the National Air and Space Museum, the Stephen F. Udvar-Hazy Center at/near Dulles, as well as the downtown facility. Ted, in a phone call described all the new and quite interesting things which are on display there. We'll look forward to a full report from the two of them when they once again join us. Ted also wanted to make sure we put in a pitch for the dedicated Wall of Honor panel for RUPA members, which Rich Bouska addressed in the March issue of *RUPANEWS*. Check it out and start saving your stash-of-cash.

Today's attendance: Carlos Bernhard, Walt Bohl, Bob Brockmier, Jim Cronin, Bob Fuhrmann, John Grant, Jim Grosswiler, Pete Hansen, John (Jack) Healy, Ed Judd, Bob McGowan, Bill Rollins, Jim Stowell, Tony Testa, and your scribe, *Joe Udovech*.

Nice to have Jim Cronin back with us again.

SE FL GOLD COAST LUNCHEON

The South Florida group met for the last time this season on Thursday the 8th of April. We won't meet again until October. We had a good crowd for the last meeting. Present on the eighth were Russ Burleigh, Lyn Wordell, Hambone Wilson, Ned Rankin, Jim Good, Ed Wheeler, Terry Lewis, Tom Llewellyn, Guy O'Rear, Ham Oldham, Stan Blaschke, Hank Fischer, Paul Livingway, Warren Hepler, Jack Wink, Dick Wiley, Mike Warde, John Beiger, Jim Carter, Bob Langevin and me, Jerry Bradley.

I hope everyone has a great summer and that our pension problems resolve themselves by the time we meet again. I will write a note for the September Newsletter to remind everyone of the winter meetings.

Best to all until October. *Jerry Bradley* for Jim Carter and Stan Blaschke

SW FLORIDA LAST LUNCHEON OF SEASON

SW FL RUPA LAST LUNCHEON OF SEASON A SUCCESS. The spring rains are falling on SW Florida Everglades. Thus marks the end of the luncheons until next October when the summer rains will end.

Everyone was happy to see Chuck Monahan join us for a bowl of soup. After three operations for cancer, (bowel, prostate, & esophagus), in the last eighteen months, he was very mobile and is recovering well.

Barbara brought him over after his doctor's appointment. He also has a new pacer for his ticker.

Roger Hall, president of URPBPA was the star of the show. He presented everyone with a four page review, (handout), of the 'Retiree Medical Benefits Proposal For Employees Who Retired Before July 1, 2003. He also spoke of how he was selected to represent the retired pilots after there was a dearth of applicants for the job to represent us. He said the object of the bankruptcy is to protect the corporation from business failure. Judge Wedoff is honest and forthright and his interest is the survival of UAL. After several changes to HR2719 of last July, it was reintroduced as HR3108. The bill passed by the senate and signed by the presi-

dent two days before our luncheon. Without that legislation, Captain Hall felt certain that UAL would not get the ATSB backing it needs to come out of bankruptcy by the end of June 2004 without the pension relief bill. Supposedly, UAL has a bad business plan until all labor concessions are in.

As a prelude to the introduction of Roger Hall, a feeble presentation was made to define how UAL could have avoided bankruptcy. The ATSB under President Bush and his selected directors could have given UAL the backing for the loans to thwart bankruptcy. Thousands of letters and e-mail requests from UAL employees, (labor), before December 9, 2002 fell on uninterested parties for our cause. The pilot retirement is a part of a labor agreement. The present administration has not treated organized labor favorably. The ESOP was a labor agreement and some did quite well by it financially. Some saw their sweat equity evaporate the day UAL filed for chapter 11 bankruptcy. In my case the 5,000+ shares replaced all but 1% of the contributions to my retirement PDAP. It evaporated by virtue of my retirement date and UAL filing for bankruptcy. That is not the end. Now our non-qualified plan is in jeopardy of being cut or discontinued. Capt. Gene Chapman & Jim Sutton volunteered to host the RUPA crowd at the 'Sun N Fun' air show at Lakeland in front of the OX-5 bldg at noon. (Same place and time every year). Bob Enander has done that in the past but with him moving to new digs he was unable to this year. This is the Osh Kosh of the South put on by the EAA. A really fine airshow and static display of homebuilts, warbirds, etc.

In the fall, perhaps the October luncheon, we will welcome Capt Dick Russell to our luncheon. He will have the video of the flight profile that led up to the TWA 800 crash. Capt Ray Lahr and he are suing the ATSB in a court of law. If you want the chronology and other information go to:

www.nts.gov/events/TWA800/exhibits_web.htm.

Have a safe and fantastic summer. Your humble scribe and SWFLRUPA rep, *TJ Sobota*

N.W. ILLINOIS RUPA LUNCHEON

The Joe Carnes N.W. Illinois RUPA lunch group met at the *Warsaw Inn* in McHenry on April 13th. We had 66 members and guests in attendance.

Hal Osteboe had hoped to attend and give us some information concerning the Retired Pilots medical benefits committee of which he is a member. He was unable to attend but he did call Bob Kelly with an update and Bob, somehow, was able to remember most of it and related same to the group.

Bob also announced that the Joe Carnes Memorial Scholarship Fund had awarded it first scholarship to Allison Mazin who is graduating from Crystal Lake High School this spring and will attend the University of Illinois. Every one that has met Allison agrees that she is a very worthy recipient of this award. The first of many that will be awarded in Joe's memory.

Those in attendance were: Jerry Anderson, Willie & Lois Anderson, Don & Joan Anderson, Leroy & Eva Bair, Ken & Muriel Bergsma, Dale & Glenys Bird, Ted & Dolores Bochniarz, Phyllis & Phil Capuzelo, Bruce Carey, Tom Clemens, Tom & Barbara Conley, Tom Fasiang, Jim Gesler, Bruce Green, Vince Hammond, Dave Harris, Bob Helfferich, Jim Higbea, George Keller, Bob & Carolyn Kelly, Dick Kuhn, Doc & Dee Manny, Ollie Mayes, Rob McCutcheon, Dick Murdock, Will Murray, Ceil & Bill Myers, Claude Nickell, George Pylawka, Ole Sindberg, Bernie & Rachel Sterner, Don & Natalie Swanson, John Thomas, Joan Thompson, John Wade, Tom Wedel, Dave Wege, Paul Wember, Jerry Westfall, and Milt & Ian Jensen.

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

LAS VEGAS HIGH ROLLERS LUNCHEON

The March luncheon was held on schedule the third Tuesday of the month and was a good time to visit with those who are leaving for the summer as well as a couple of new attendees.

Everyone is still asking about the insurance, retirement benefits, etc. and at this time neither I nor anyone else has any answers to relate. The latest is that the extension on paying retirement funds has stalled on the road to the White House and it is questionable whether or not Bush will sign it if it does get to his desk. Oh well no sense in getting upset until the final blow is struck and we know whether we will have to go to Walmart and apply for jobs!!!!!!!!!!

Here is the list of those present: Jim & Carol Allen, Dave Baker, Bill Balboni, Bruce Baton, Rob Burnstein, Jim & Peggy Cox, Barry & Ruth Dixon, Bruce Fisher with guest Linda Capozzoli, Barrie Folsom who shared some photos of paintings she has at a gallery showing at the present time., Joe Haas, Jerry & Susanna Johnson, Ron Kakaldy with guest Joe Jerich from the Minnesota ATC tower, Gene & Mary Lamski, Kathy Mattern, Lyle Miller, good to have you back., Tim & Marilyn Parker (leaving for the summer), Oak & Fern Porter, Jim Price, Don & Betty Swirnow, Lloyd & Donna Whitlow, and yours truly Clyde House.

I will not be able to attend the April Luncheon as I will be in Washington D.C. for the opening of the new Aerospace Museum at Chantilly. Marie and I will be staying to attend the Washington Area Luncheon and then join in the march for the National Organization of Women to be held the week end of the 24th and 25th.

Hope to see everyone in May before everyone leaves for the summer. Good Luck and God Bless the USA..... *Clyde House* (702) 896-8821 clydie747@cox.net

NEW YORK SKYSCRAPERS LUNCHEON

June 2004—The semi-annual luncheon of the NYSkyscrapers will be held at noon in the lounge of the *Montclair Golf Club*, on Wednesday June 9th, 2004.

The price is \$26/person, to be collected at the door. Spouses welcome. Cash bar at 12 noon, lunch at 1:30pm.

All retired UAL pilots are welcome. The NYSkyscrapers represents the Greater New York Area: New England, Pennsylvania, New York, New Jersey, and Delaware.

Please contact one of us for reservations:

Pete Sofman	rupapetesofman@optonline.net	203-322-0724
Bob Beavis	bbeavis@bytheshore.com	732-449-9126
Ed DeChant	Eddechant@earthlink.net	201-401-0780
Irv Soble	irvsoble@ptd.net	610-982-9400
Mike Gallagher	Gallagher777@aol.com	973-729-9261

Directions:

Garden State Pkwy: Exit 145; west on I-280 to Exit 8B: Prospect Ave; right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the *Montclair Golf Club* on your left (25 Prospect Ave)

NJ Turnpike: Exit 15W: I-280 Westbound; go west to Exit 8B: Prospect Ave;

right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the *Montclair Golf Club* on your left (25 Prospect Ave)

I-280: Exit 8B; go northbound on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the *Montclair Golf Club* on your left (25 Prospect Ave)

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

PHOENIX ROADRUNNERS LUNCHEON

The PHX Roadrunners had a Great meeting at our regular location-*Best Western Scottsdale Airpark*. Thanks to Bill Dutton who hired Shawn Greer, a Professional Magician, to entertain our group. Bill will do this once each year In memory of his Dad Bill Dutton, Sr. I think many of you are aware that Bill entertained our group and was a very good magician himself. As a group we would like to say THANK YOU VERY MUCH BILL. Shawn started going from table to table in the lounge with his magic. Always laughter so we know every one enjoyed every moment. At noon we joined together in our Dinning Room for a beautiful Buffet. Shawn continued to do his magic for at least another 30 min. with all of us trying to catch him, but all you heard was Oh! No, how did he do that???? We will welcome you back next year Shawn. Our first time visitor, Clay Klabo, won the Pilot's Gift. And Shirley Prestegaard won the ladies. Ralph Wright brought his daughter, Toni Saiber, as his guest. We bid Farewell to Betty Bergbower-she will be leaving to go back home to Pennsylvania, and Betty Bleser will be moving to Oregon to be near her son & family.

Those in Attendance: Fred Anderson, Bill & Lillian Bay, Betty Bergbower, Betty Bleser, Frenchy & Millie Bourgeois, Mike Carlin, Ginny Coleman, Don & Jan Eiken, Shawn Greer, Ken & PJ Killmon, Clay Klabo, Cory & June Liston J.O. & Arlene Martin, Phil & Pat McDonald, Gene Paquette, Charlie Schwob, Bob Steeneck, Ralph Wright & daughter from Denver Toni Saiber.

This was our last meeting until October.

Until we meet again have a Fun Filled & Healthy Summer, *Frenchy & Millie*

SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds met April 15 for a great lunch and conversation.

Alan Black was unable to attend but had sent a message indicating that the medical committee was meeting and they were interviewing a prospective financial analyst to be retained as an advisor to the committee. He sent his thanks to all in Seattle and around the country who conveyed their support for the pension plan legislation. It was passed and signed by the President. Also, he indicated that the bankruptcy judge allowed UAL to drop some airport bond obligations which translates directly to UAL's bottom line. He and the committee are working their hardest to retain the benefits we all were promised.

Memorial for Bill Airis will be held Sunday, May 18, 3PM at *Overlake Christian Church*.

Transportation space available on Southwest is quite easy but does require a letter which you can obtain from the benefits desk. It must be an original, not a copy, and it will be taken away from you so therefore, request multiples and carry at least two at all times. Take the letter and go to the Southwest counter. Cost is approximately \$30 one way.

Attending were: Brent Revert, Dave Carver, Dan Jessup, Gerry Pryde, Howard Holder, Jeff Roberts, Chuch Podhasky, Ray Randall, Harv Beery, Vince Wormser, Curly Slobodian, Alex Dunn, Ray Dapp, Ron Taylor, Roger Neill, Bill Lamberton, George Johnson, Fred Hope, Jim Barber, Bill Stoneman, Bob Reid, Bob Berkey, Neil Johnson, Chuck Westpfahl, Ray Hanson, Bob Wulff, John Bley, Jerry Ackerson, John Turbeville, Ray Hull, Mack Mead, Brian McKay, Keith Billue, Del Dickin, Rex Joseph, and Ed Duclos.

The REALLY BIG NEWS: Next month, May 20, our GALA COUPLES EVENT. Open bar, pay \$20 at the door at 1130, parking included. Please let us know if you can make it. We need a count for the kitchen.

Thanks, *Brent*

Brent Revert - reveille747@yahoo.com 425-893-9154.

Bill Brett - wbrett@peoplepc.com 360-825-1016.

Pray for our troops everywhere

SFO NORTH BAY LUNCHEON

Rookie reporter here! The splendor of the magnificent *Petaluma Sheraton Hotel* dining room was enhanced on April Fool's Day by the presence of a group of RUPArians gathered for an informal get-together, the first of what we hope will become a monthly event!

Warm, windy weather brought three of the assembled, Tom McGee, Gary Koverman, Larry Whyman to the event via T-28 and SNJ. RUPA president, Rich Bouska, and his lovely wife, Georgia, were there to witness this "plank-owners" event, and inform all about the RUPA honorees monument being subscribed to currently at the new National Air and Space Museum.

A pleasant lunch was enjoyed by all, along with some laughter and memory-sharing. We plan to meet on the first Thursday of the month for now, and wish to extend an invitation to all interested parties to join us. *The Petaluma Sheraton* is located just off Hwy 101 on the Lakeville Hwy, at the harbor, (745 Baywood Drive. for glass guys= N 38 13.906 by W 122 36.866). Meeting start around noon and last to around 1:30-2.00PM.

Attending were John Baczynski, Ray Brice, John Reed, Bud Lingo, Stan (Lee) Anderson, Bill McGuire, Dick Lammerding, Bill Greene, Jerry Nemier, Barney & Clare Hagen, Bill Smith, Gardner "Bones" & Sheila Bride, Gary Koverman, Larry Whyman, Tom McGee, Jim Mansfield, Loran Eldred, Ken Corbin, Rich & Georgia Bouska, and yours truly, *Bob Donegan*.

TREASURE COAST SUNBIRDS

The "Treasure Coast Sunbirds"/RUPA luncheon group which has been meeting in Stuart, FL has been discontinued. I will no longer be the organizer and Area Rep.

During the six years I have been sending reminder cards and arranging the lunch dates and sites our attendance has continued to dwindle. There is not enough interest to make continuing worthwhile. It is possible that interest will pickup again in the future. At present nobody has stepped up to take my place. Please remove my name and the "Treasure Coast Sunbird" luncheon information from the "*RUPANEWS*".

Sincerely, *Bob Schact*

TUCSON RUPA LUNCHEON

Twenty pilots and wives attended the March 23rd Tucson area luncheon at the *Tucson Country Club* and, after a nice lunch, heard a presentation by Mike Allum about how to best protect themselves from harm. Topics ranged from mall safety to what is the best protection in the case of a home invasion. (Those of us who had seen Indiana Jones pull out his pistol and shoot the bad guy threatening him with a whip knew exactly what Mike meant.)

During the pre-lunch period there was a no-host bar and the attendees had time to meet new Tucson retirees or renew contacts with others who had attended prior luncheons. Seemingly a good time was had by all, (at least nobody complained!) Special thanks should go to Mike who drove from Oregon to make certain that he actually was able to get to Tucson to make his presentation, especially when the difficulty of space available travel was confirmed by Jim and Mary Cook who had watched a whole lot of United airplanes depart without them on board as they tried to get back to Tucson from Denver to attend the luncheon.

For those who wonder who else attended, they were: Mike Allum, Bob & Eileen Bartsch, Jim & Mary Cook, Mike & Glenna Day, Hank & Luella Dykhuis, Bev Goodlow, Tom & Bobby Jean Greene, Bill & Ruth Howell, CB Leaser, Randy & Pam Ryan, Bill Turner, and Tom and Bev Workinger.

The next luncheon will probably be held in mid-November and planned so as to not conflict with Thanksgiving. Anyone, especially including snow birds, who might be planning (or hoping) to be in the Tucson area and who might like to attend is urged to contact me by email if possible (randelryan@aol.com), or, send me a note at 5930 E. San Marino, Tucson, AZ, 85715, and I'll see to it that they are notified as the time approaches.

Meanwhile we wish you all a great summer and look forward to hearing from you about attending the November luncheon. *Randy Ryan*

WASHINGTON AREA RUPA, EDDIE O'DONNELL COED LUNCHEON

April 21, 2004. We had a fun day with old friends and new acquaintances at the *Westwood Country Club* in Vienna, Virginia. This was the occasion for entertaining, as our special guests, the Widows of Our Friends Flown West. They are always welcome at our Coed gatherings but the springtime luncheon is special for them. In addition, RUPA President, Rich Bouska brought a contingent of 20 Area Representatives and Board Members to sample our Virginia Hospitality. Actually, they were in town to get a look at the Udvar-Hazy Center at Dulles and the Wall of Honor. You can be certain that you, out in the hinterlands, will be hearing all about their adventures. You will also hear of the very high level of jokes enjoyed by those attending the Eddie O'Donnell Luncheon.

We began by standing around the tables in silence while remembering those who have preceded us in the Flight West. In particular, we thought of those departed since last we met; Mrs. Evelyn Fox (widow of Capt. Frank Fox), Capt. "Jock" Savage, Mrs. Jean Franklin (widow of Capt. Jim Franklin), Mary Garlow (widow of Capt. Mel Garlow), Dispatcher Louis Hibbs, Capt. Dick Edwards and Captain "Gerry" Barnes. We remembered the pleasure of their company and the part they played in our lives and our profession. From the comments I am receiving, it appears that our group is quite pleased with the food and service at *Westwood Country Club*. There were only a few complaints regarding the crew attending the check-in table. Apparently, Jack was just able to keep Hal Cockerill, Gene Couvillion and Earl Jackson in line. We express our appreciation and thanks to those three and to our reservation agents, Roger Lemieux and Dave Malone. Gene Couvillion announced a day of golf for May 3rd. There are two foursomes lined up and they will play a course at *Front Royal*. Would you take odds that they are getting an Airline Discount? If you have an interest in golfing with the group in the future, contact Gene Couvillion by the phone or email contact listed in the RUPA directory. Cliff Sanderson briefed us on the state of affairs at the Retired United Pilots Foundation. They are very much in need of your tax-free donation of Dollars. They have reached a point at which the need for support of pilots' widows is greater than the income from investment and donation. Please keep them in mind as you plan your charitable giving.

Our esteemed and exalted leader, Rich Bouska, spoke to us about the progress toward the Retired United Pilots Association panel on the Wall of Honor. The initial mailing, which has gone out to everyone current on the RUPA mailing list, is clearly marked as originating from RUPA and the registration/donation form is coded to ensure your inclusion on the RUPA panel. We are inviting RUPA to celebrate the unveiling of the panel at a 2005 Convention here in Virginia. Rich tells me that, for once in my life, I do not have to wait for alphabetical listing of the "W"s. The names will be inscribed in the order that donations are received and now is my chance to move forward in the line. The tax-deductible contribution will become part of the \$89 million used to complete the construction of the National Air and Space Museum facility at Dulles.

Today, each table was made elegant by an arrangement of spring flowers courtesy of Theresa Ruddy. Theresa has done this for each of our Coed Luncheons and the arrangements were taken home by chance drawing at each table. Then, Hal proudly brought forth the Golden Vessel of Uncertain Heritage into which Cleve Spring did (with barely a grimace) plunge his hand. Tickets for Susie Miller and Sharon Murphy were drawn and they were rewarded with the fruits of Loudoun County Viniculture. How wonderful it was to end the gathering with such a display of excitement, joy and anticipation.

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

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at *Westwood Country Club* in Vienna, Virginia. We invite any members of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon is STAG on July 21st. Contact Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@earthlink.net) to ensure a place at the table and a bean in the pot.

The following 89 members were in attendance; Jon & Meredith Beckett, Ray Best, Georgia & Rich Bouska (RUPA Pres.), Gardner Bride (San Francisco RUPA), Bill Carrigg, Hal Cockerill, Tom Coffee, Linda & Gary Cook, Gil & Pat Coshland, Gene Couvillion, Ed Crowther, Vince DiFelice, Brigit Dillard, Kevin Dil-

lon, George Elliott, Roy Ellis, Jack Evans, Eleanore Forsythe, Cathy & Jim Foster, Jerry & Mary Ann Goebel, Bill Golemon, Dale Grigg, Jack Grooms, Ellen & Larry Grube, Jim Harrison, Harvey & Kathleen Hettick, Marie & Clyde House (Las Vegas Highrollers), Earl Jackson, Fred Keister, Roger Lemieux, Linda & Roy Liggett, Joyce Lopez, Clyde Luther, Don Mainwaring, Dave Malone, Fred Martin, Troy Mashburn, Linda & Rex May (Los Angeles South Bay Lunch), Frank McKenzie, Lew Meyer, Matt Middlebrooks (Tampa Sundowners), Susie Miller, Truman Miller, Dan & Sharon Murphy, Bill & Edna Nolan, Faith Osborn, Ralph Pasley, Herb Petitt, Mary & Walt Ramseur (RUPA Board), Doug & Marcene Rankin (Los Angeles Valley Lunch), Bud & Theresa Ruddy, Bill & Gayle Salisbury, Cliff & Marge Sanderson (Chicago RUPA), Bernie & Bonnie Schwartzman, Jerry Shuts, Bill & Pat Smith (RUPA Director), Pete Snyder, Cleve Spring (RUPA Sec/Trea.), Fred Streb, Charlotte & Jim Turner, Gayle Union (National Air & Space Museum), Bernadette & Wade Weeks, Rose & Ted Wilkinson (Denver Good Ol' Boys), Betty & E.K. Williams, Betty Wolfe.

E.K. Williams, Jr. Washington Area Rep

COUNCIL 34 SECRETARY/TREASURER REPORT

"Old Charlie stole the handle and the train won't stop going -- no way to slow down." From Locomotive Breath by Jethro Tull.

Two issues of Aviation Week and Space Technology in March 2004 set out many reasons why United Air Lines should fail. It culminated with a last page editorial in the March 8 issue titled "Let Failing Airlines Fail." Reading these detailed articles and combining it with the reading of Ross O. Silverman's examiner's report to the Bankruptcy Court should make people wonder if perhaps they are right. Does United Air lines have the management team it takes to emerge as a long-term successful airline, or will an ATSB loan only get it through until the next economic down cycle?

Aviation Week asked the question "Could the majors [airlines] actually be in control of their own fate? One would never know it, judging from how rare it is for executives running major airlines to be called to task--despite the billions of dollars of wealth they have destroyed through the years relative to their compensation packages. Management's role is a subject everyone seems to tiptoe around, as opposed to the subject of labor, which is usually pilloried as the principal cause of the airlines' troubles. But as one industry analyst put it, 'Who's supposed to be running the show?'"

Most of the problems plaguing United and the industry the last few years have been abated. There was a recession, post September 11 terrorism fears, SARS, Iraq war, etc. But now low cost carriers are the rave, attacking major airlines on all fronts, including at the majors' own hubs. "Attacks by new-generation airlines on the fortress hubs of legacy carriers have begun in earnest - and many observers believe it's just a matter of time before low-cost operators launch an assault on majors' transatlantic business." To wit, Southwest says it'll double the number of flights in May to fourteen it operates in and out of Philadelphia, raising the competitive stakes with US Airways, the dominant carrier in the city. US Airways president and CEO David Siegel reported, "They beat us on the West Coast, and they beat us in Baltimore. If they beat us in Philadelphia, they're going to kill us." Also, JetBlue now has authority to fly to Puerto Rico and to the Dominican Republic.

"Who survives and how much market share they [the major airlines] give up will depend on geopolitics and how skilled their management teams are." Outgoing Continental Chairman and CEO Gordon Bethune said "Not everyone will survive--only those who are nimble enough to respond to market demands." He went on to say steering clear of Chapter 11 and doing well is not all about forcing wage cuts on an otherwise dedicated workforce, "It's also about how you run your company."

So how is United Air Lines management team responding? United Chief Financial Officer (CFO) Jake Brace reported in the Securities and Exchange Commission filing for its 2003 10-K annual report that

United has "made efforts to bring costs into line with the reduced revenue environment, we were unable to stop burning cash." Additionally, in 2003 "we significantly reduced costs, gained the flexibility to expand our portfolio of products to meet market demands, and created a more streamlined and effective corporate governance structure (strengthened management accountability)."

Aviation Week looked at the cost cutting the six major airlines - American, United, Delta, Northwest, and Continental - have done since 2000 . The article looked at costs per Available Seat Mile (ASM) and was able to separate personnel costs and non-personnel costs. Using cost per ASM measures the airline's efficiency in producing its product. Only American Airlines has reduced its total overall costs per ASM. Except for United and US Airways, everyone has already reduced their non-personnel costs. American Airlines reduced their non-personnel costs in 2001 by 2.7%, in 2002 by 9.6% and in 2003 by 16%, compared to 2000. Delta, Northwest, and Continental began reducing non-personnel costs in 2002. United reduced its system capacity by 23% yet unit costs per ASM will not decrease unless its total costs are lowered by the same percentage. Reducing capacity without reducing costs actually increases costs per ASM. United Air Lines Chief Executive Officer (CEO) Glenn Tilton must have read the Aviation Week article because on his March 6 "Eye-On-United" recording he announced the "company's focus on continuous improvement and cost competitiveness and announced that Pete McDonald will hold primary responsibility for cost management to help streamline the implementation of cost-efficiency initiatives across the company." So it has taken more than 3 years for United to notice they had to decrease costs in other ways than taking it from the mouths of the employees.

Ross O. Silverman was appointed by the US Trustee in charge of United Air Line's Bankruptcy to investigate United on behalf of the Bankruptcy Court. This was in response to the Association of Flight Attendants' (AFA) request to determine if United had decided to seek Section 1114 relief prior to July 1, 2003 - the date flight attendants had to retire if they expected to receive retiree medical/dental coverage under their previous contract. Silverman was given twenty-three days for his investigation and report. Though he subsequently found in favor of United that it was proper in its 1114 filing, he uncovered events that question United's management. "While further investigation could disclose additional evidence, I have found there to be few, if any, disagreements among the witnesses regarding the material facts."

Before Bankruptcy, United created a financial forecasting model for Debtor in Possession (DIP) and exit lenders known as Gershwin. Forecasts were based on many variables and assumptions, and the Gershwin model went through several iterations. The Gershwin model was the basis for financial planning and forecasts, and Gershwin (version) 4 was later used in the loan application with the ATSB. In June 2003, a presentation was made to the Executive Council of United's Board of Directors with the then Gershwin 2 forecasting a \$300 million loss of income for 2004. In July 2003, a forecast of \$200 million income gain was presented to the Executive Council. Part of this \$500 million difference was due to improvements in revenues in the spring. Part of this \$500 million difference was due to a \$300 million error.

No one on the Executive Council questioned this difference in reports. Instead, the error was discovered by the Financial Planning Group that reports to Amos Kazzaz and Jake Brace. The projected operating expenses for 2004 were \$300 million more than Gershwin 2 assumed. One week after the error was discovered, Brace again briefed the Executive Board that there would be a \$200 million income in 2004 but he used reduced labor cost estimates as the reason. Again, labor cost was used as a scapegoat. Brace never admitted there had been a \$300 million modeling error, and no one on the Executive Council questioned the difference. "Based on the \$300 million drop in estimated 2004 labor cost savings," Brace informed the Executive Council they would incorporate 1114 savings. Silverman discovered all this in 23 days while investigating one question. What other mistakes and cover-ups could one find given more time? And how many of those mistakes were recuperated from the employees' pockets?

"As it is, all of them suffer from corporate cultures that have blinded them to the fact that it's a new world," Thomas Hanson of Booz Allen Hamilton reported, "and that culture is fundamentally incompatible with the new paradigm."

"The salvation of the legacy carriers does not lie in external events--waiting for Southwest to lose control of its costs, for example, or fuel prices to return to 40 cents a gallon, or government intervention. Rather, it lies within the grasp of each airline that is willing to seize control of its own destiny and make the hard choices--based on a realistic analysis of the world as it is, not as one would like it to be--necessary for success."

"The most important thing is for United to get a vision of where they are going. It can't be a vision of, 'Gee, we're going to be a mini-United, we're going to carry on the great traditions.' Such a strategy assumes too much."

"Let there be no misunderstanding: the management of these airlines [US Airways and United Air Lines] have no one but themselves to blame for their current predicament--their business model was broken long before terrorism changed the face of commercial air transportation."

The employees of United Air Lines have done their share. It is long past time that its management does its share and starts justifying its bloated salaries. United's management cannot be mediocre and be content with matching other major carriers' performance. The hole United is in is deeper than the others' so its management must be extraordinary in getting it filled. Everyone is waiting.

WHERE ARE THE ARMED PILOTS?

By Captain Tracy W. Price

On Nov. 25, 2002, President Bush signed the *Arming Pilots Against Terrorism Act*. The law compelled the Transportation Security Administration (TSA) to train and arm airline pilots who volunteered for the program. More than a year later, many Americans believe that large numbers of airline pilots are now carrying guns. Sadly, they are wrong.

On Aug. 26, 2003, the TSA gleefully reported that far fewer airline pilots have volunteered for the armed pilot program than pilot groups estimated might volunteer.

Currently, only a few thousand pilots have volunteered for the program out of about 100,000 whom are eligible. The large majority of Americans who support arming airline pilots might rightfully ask: Where are the volunteers? The answer to the question is really quite simple.

The TSA has very intentionally and successfully minimized the number of volunteers through thinly veiled threats and by making the program difficult and threatening to get into.

Airline pilots practice their profession at the pleasure of the federal government. Airline captains must hold an airline transport pilot's certificate (ATP) issued by the FAA. To gain the experience required by a major airline, a pilot must have thousands of flight hours amassed over many years. Once hired by an airline, pilots are required to demonstrate their proficiency in four-hour-long sessions in flight simulators twice each year.

Annually, airline pilots will receive a "line check" in which "check pilots" ride in the cockpit and evaluate the crew's performance. Several times each year, FAA examiners—without notice—show up to give pilots a check ride. Twice each year, airline captains are required to report to FAA-designated physicians for a physical and psychological exam. Medical history is evaluated and a physical exam with exacting standards is performed. FAA doctors are trained to ask probing questions, looking for any sign of psychological instability, stress or depression. Failing to meet the standard for any of these evaluations will, of course, result in immediate removal from the flying schedule and loss of any opportunity to be employed as a pilot.

Now, fresh with this backdrop of the professional life of an airline pilot, consider the armed pilot program that the TSA has constructed. Understand that the TSA is opposed to the armed pilot program. Last year, the TSA granted itself the power to revoke a pilot's ATP if it deems him to be a security threat. Pilots who

volunteer for training to carry guns must complete a very detailed, 13-page application and submit to a three-hour written psychological exam probing into the most private workings of any person: his thoughts, feelings, opinions and emotions. Pilots who pass this government-sponsored psychological strip-search are then ordered to report to a government psychologist for a one-on-one "interview."

For the pilots who finally make it into training, they will have to travel at their own expense and pay for their own room and board in Artesia, N.M. Artesia is a four-hour drive from El Paso, Texas, the nearest city.

Airline pilots evaluate the totality of the TSA's armed-pilot program and they have declined to participate in droves. Too many airline pilots view the TSA armed pilot program as a potentially career-threatening fiasco that will cost each pilot who volunteers at least one week of flight pay and require him to bare his soul to an out-of-control government agency that hates the idea of armed pilots. Couple this with the breathtaking failure of many current and former military pilots with top-secret clearances to pass the TSA psychological evaluations and Pilots are saying, "No, thanks."

To justify their intrusive tactics, the TSA says, "We need to make sure that each pilot we allow to fly armed can use the gun to kill terrorists and then be calm enough to land safely" In other words, we think that you'd be better off dead. Obviously, pilots won't volunteer for the program in the first place unless they are willing to use a gun.

Moreover, if a pilot is "screened out" of the program by the TSA psychological soothsayers and terrorists attack his cockpit, the outcome is very certain: He, all of his passengers and possibly many thousands on the ground, will soon be dead. A logical armed-pilot program would not be looking for ways to screen pilots out; it would be looking for ways to encourage more volunteers.

We have endured almost two years of TSA searches of law-abiding citizens, yet recent news reports show that al Qaeda operatives remain interested in targeting airliners. Nothing the TSA has done thus far has sufficiently deterred al Qaeda. Embarrassed by a college student who easily snuck knives on board airliners, the TSA now plans to use technology that will "see through" each passenger's clothing and present them naked to the government screeners.

Further violation of our rights is not the answer, but hardening the target is the answer. Congress should take all discretion about which pilots get into the armed-pilot program away from the TSA, just as 37 states have done with "shall-issue" right-to-carry laws.

Capt. Tracy W. Price flies Boeing 737s for a major airline and is the former chairman of the *Airline Pilots' Security Alliance*.

America's 1st Freedom / March 2004

[See related article on proposed legislation—Ed]



ARMED PILOTS: PUTTING AN END TO BUREAUCRATIC INSUBORDINATION

By Paul M. Weyrich

Leave it up to the Federal Government's bureaucrats to carry out an act of Congress they disagree with and you can bet they will reinterpret the fine print to undermine the intentions of the legislative body that represents the people of the United States of America.

Such is the case with the provision of the *Homeland Security Act of 2002* that allowed the arming of pilots as a precautionary measure against 9/11 repeats.

The Transportation Security Administration's bureaucrats have made clear their disregard of Congress' intent in the way they have designed the Federal Flight Deck Officer (FFDO) program to discourage participation by pilots. They have micro-managed the program to achieve the opposite of what Congress intended.

Captain Dave Mackett, the President of the Airline Pilots Security Alliance -- an aviation security working group whose membership includes the Allied Pilots Association, the Southwest Airline Pilots Association, and the Independent Pilots Association -- was quoted in an extensive CNSNews.com series that was posted earlier this year about the reluctance of the TSA to effectively carry out the law as Congress intended. The TSA, noted Mackett, at the time vice president of APSA, had "admitted publicly" to their opposition to arming pilots. However, Congress allowed the TSA leeway in designing the armed pilots program, which is voluntary. Mackett said: "As a result of the program's attributes -- the way the TSA designed the program -- roughly 88 to 90 percent of the original pilots who expressed an interest changed their minds."

For instance, the TSA requires the pilot carrying a weapon to place the weapon in a locked box at any and all times he is outside the cockpit. In case they are deadheading, the locked box is to be placed in luggage, not carried by the pilot, leaving it open to being lost, misplaced, or even stolen.

CNS News.com Senior Staff Writer Jeff Johnson wrote: "The pilots also complain that TSA has issued a 'thinly veiled threat' to disclose personal information discovered during background investigations and subjective results of psychological evaluations in an attempt to further discourage pilots from volunteering for the program."

Not surprisingly, commercial airline pilot and former Federal law enforcement agent Dean Roberts was quoted in the CNS News.com series that the FFDO program "has got about 20 more unnecessary steps in the process that make it more hassle than it is worth."

The TSA displays a great deal of enthusiasm for the big-ticket Computer Assisted Passenger Prescreening System II (CAPPS II) that will be a big hassle for passengers, particularly the 75,000 who are stopped daily - the vast, vast majority of whom will be singled out as potential terrorists for mistaken reasons. The fact is that CAPPS II will be easy for the smart terrorist to circumvent, making it more a bureaucratic placebo than a true problem-solver.

Yet, when it comes to allowing pilots the right to defend themselves, their planes and their passengers, the TSA's enthusiasm for safer skies dissipates.

American Enterprise Institute resident scholar John Lott reminds us that "until the 1960s, commercial passenger pilots on any flight carrying U.S. mail were required to carry handguns; they were allowed to do so until 1987. Protecting people should be as important as protecting the mail once was."

Fortunately, there are legislators who are concerned about the TSA's obvious recalcitrance in effectively carrying out the intention of Congress. Senator Jim Bunning (R-KY) and Rep. Joe Wilson (R-SC) intend to make it clear today that the TSA's bureaucrats should stop playing games with air security by introducing the Cockpit Security Technical Corrections and Improvements Act. (Senator Barbara Boxer, Democrat of California, is also a sponsor so this bill truly has bipartisan support.)

The Act's sponsors contend that the legislation is needed to force the TSA to implement the Federal Flight Deck Officer program in the manner that Congress intended by requiring faster training of pilots who volunteer, allowing the pilots to carry weapons on international flights and inside and outside the cockpit, and ending the practice of placing the firearm in the locked box.

Airlines that hire pilots have stringent background checks and evaluations and constant reevaluations. That TSA required its own extensive evaluative processes for participating in the FFDO program is costly, unnecessary duplication. The Bunning-Boxer-Wilson legislation halts this wasting of taxpayer dollars. Furthermore, the Secretary of the Department of Homeland Security, under whose jurisdiction TSA falls, will be required to report to Congress on a quarterly basis how the FFDO program is being carried out. It is inexcusable that the TSA bureaucrats would take it upon themselves to circumvent the intention of Congress. As in many other Federal agencies, the bureaucrats wield far too much power. However, this time the bureaucrats have clearly overplayed their hand, using stalling and obstructionist tactics to leave our airliners vulnerable to a repeat of 9/11 episodes. The Cockpit Security Technical Corrections and Improvements Act will force the TSA bureaucrats to cut out the smart doubletalk and start carrying out the expressed intention of Congress to allow pilots to protect their planes and passengers.

Paul M. Weyrich is Chairman and CEO of the Free Congress Foundation.

Airline Pilots Security Alliance

<http://www.secure-skies.org/index2.asp>"

COME JOIN THESE RUPARIANS ON THE CRUISE

The RUPA Cruise is only four (4) months away and it's time for you to sign on.

The following members have already booked their cabins.

Floyd & Charlene Alfson	Bill & Rosemary Authier	Roger & Sylvia Baird
Marv & Jean Becker	Rich & Georgia Bouska	Jim & Pam Clark
Barry & Carol Davidson	Pete & Sharon Delo	Roger & Deana DeLozier
Jack & Norma Draper	Jerry & Judith Drommerhausen	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	George & Veronica Johnson	Karl & Janet Kastle
Pat & Charlene Kenny	Bernard Leewood	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	Kent & Chris O'Brien
Dick & Joanne Orr	Debora Parker	Bob & Karen Phillips
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	Gene & Glenna Tritt	Arvid & Susan Von Nordenflycht
	Wayne & Susie Wollard	

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

Room rate is \$89 per night

Identify yourself as being with the Retired United Pilots' Association

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

Having just returned from viewing our nations newest and largest National Air and Space Museum, I must tell you I am overwhelmed by both the setting and the vast array of artifacts on display. America's newest aviation museum is enormous, with over 760,000-square feet of floor space and aircraft displayed on three levels in a hanger-like setting. With aircraft on the main floor and hanging from above as well as in-between, one can view our nations premier artifacts from floor level, and catwalks, that allow the viewer to look down upon them as well as into the cockpit. As RUPA members, we can truly be proud of our association with this magnificent new facility. All of us who participated in the special RUPA tour, (see the Presidents Message in this issue), had the opportunity to join the Wall of Honor while we were there.

Sixty-five retired pilots originally joined to form RUPA in 1964. Unfortunately all but one are believed to have flown west. We would certainly like to have our charter members represented on the Wall of Honor. The charter members listed below were taken from a 1965 list. If you should know the whereabouts of any of them or their families, please let me know so I may contact them. *Rich Bouska*

Capt. W. J. (Walt) Addems	Capt. Leo C. Allen	Capt. R. C. (Bob) Ashley
Capt. A. C. (Bert) Ball	Capt. Harry L. Bitterman	Capt. C. R. (Dick) Bowman
Capt. E. J. (Eddie) Brooks	Capt. R. R. (Roscoe) Burley	Capt. W. (Bill) Carter
Capt. M. A. (Chris) Christanson	Capt. C. C. (Cliff) Coppin, Jr.	Capt. R. E. (Bob) Coulter
Capt. F. M. (Frank) Criamon	Capt. J. R. (Russ) Cunningham	Capt. R. F. (Bob) Dawson
Capt. A. E. (Art) Darby	Capt. M. R. (Milo) Dickerman	Capt. H. G. (Grant) Donaldson
Capt. George T. Douglass	Capt. J. W. (Joe) Ebarly	Capt. E.J. (Eddie) Eshleman
Capt. J. B. (Jim) Franklin	Capt. Earl E. (Eddie) Garbutt	Capt. L. J. (Gep) Gephart
Capt. Carl A. Gerlicher	Capt. George B. Grogan	Capt. Alan C. Habberley
Capt. M. L. (Milt) Hardeman	Flt. Eng. Jay L. Heisel	Capt. E. E. (Gene) Hitch
Capt. Jack Holst	Capt. George O. Howson	Capt. Harry W. Huking
Capt. J. D. (Joe) Hutchinson	Capt. J. O. (Jimmy) Johnson	Capt. Ralph J. Johnson
Capt. W. H. (Bill) Kennedy	Capt. H. L. (Hal) Knoop	Capt. E. H. (Ham) Lee.
Capt. L. H. (Larry) Letson	Capt. Harold P. (Hi) Little	Capt. Egbert P. (Bert) Lott
Capt. J. R. (Jim) McClure	Capt. Verne A. McDermont	Capt. George A. McKee
Capt. George I. Myers	Capt. J. H. (Jack) Neale	Capt. Leo Nelson
Capt. S. J. (Sid) Nelson	Capt. W. H. (Bill) O'Connor	Capt. C. A. (Speedy) Parlette
Capt. E. L. (Remy) Remalin	Capt. Owen C. Ross	Capt. Lloyd R. Schram
Capt. Trow Sebree	Capt. Albert J. (Duke) Slimon	Capt. Harry L. Smith
Capt. John A. (Al) Smith	Capt. A. W. (Pinky) Stainback	Capt Bartlett Stephens
Capt. Marion (Pop) Sterling	Capt. Roger H. (Bat) Taylor	Capt. Willis R. (Bill) Thornberry
Capt. R. L. (Rube) Wagner	Capt. W. D., (Bill) Williams	



It's happening again, on June 5th, 2004

The Cleveland Crazies

Mid – Summer's Do!



Directions

From I-77 or I-71 go west on I-480 and then...
From I-80 to I-71 North to I-480 West and then...
On I-480 to Great Northern Exits, Take Exit 6A
South on Rte 252 (Columbia Road) to the German
Cultural Center (approximately 2 miles) on Right.
Parking will be there, and transportation, if needed,
will be available to and from the party site (about
three blocks).

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: rmcmakin@apk.net

We will start at approximately 4:00 pm. We will finish when we are finished!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE, PLEASE BRING YOUR OWN BEVERAGE SELECTION.

MORE INFO ABOUT UNITED'S MEDICAL BENEFITS PROPOSAL

By Jerry Terstiege, 700 Promontory Point, Foster City, CA 94404

Dear President Rich and Fellow Ruparians;

I am writing this as a member of RUPA to provide information regarding United's proposal to reduce retiree medical benefits. As you may know, I have been appointed to the Retired Pilots Section 1114 Committee. I remain on the Board of the United Pilots Benefit Protection Association (URPBPA).

The United Airlines Retired Pilots Section 1114 Committee was appointed by Judge Eugene Wedoff under Bankruptcy Court rules following United Airlines' request to reduce retiree medical insurance benefits and increase retiree contributions. The UAL proposal was printed in last month's RUPANEWS. All retirees or surviving spouses should also have received a letter from the Section 1114 Committee that included the UAL proposal and a statement from the Committee.

It is important for retirees to understand that no changes to benefits will take place unless they are negotiated between United and the Committee or imposed by the Judge. If there is no negotiated settlement, then there will be a trial, which is currently scheduled for mid-June. If United succeeds at trial in demonstrating to the Judge that they negotiated in good faith, what they request from retirees is fair and reasonable, and it is necessary for United to get this relief to allow successful release from Chapter 11, then the Judge could impose the changes requested.

Why URPBPA? In late summer, 2002, Dennis Dillon, Roger Hall and I met to discuss United's impending bankruptcy. We expected ALPA to continue the policy of not representing retired pilots. We learned that RUPA's constitution prevented involvement. Concerned that unrepresented United retired pilots could suffer the same fate that occurred at U.S. Airways, whose pilots had their pension plan terminated, we began the formation of URPBPA by bringing together a respected nine-person Board of Directors. We incorporated URPBPA in Illinois, then solicited members and succeeded in attracting about 3,000. URPBPA was established to defend not just pensions, but other retiree benefits as well. (URPBPA information may be found at www.ualpilotpension.com.)

When United decided to reduce retiree medical benefits, the Company petitioned the Court to lump together the Salaried and Management retirees with the Pilots in one Committee. They also sought out certain retirees to apply through the UAL website for appointment to the Committee. **If not for URPBPA, the Company would likely have succeeded in forming a combined Committee to their specifications.** URPBPA's attorneys convinced the Judge to appoint separate Committees for S & M and for Pilots. The Judge personally selected the members of these two Committees from two lists of retired applicants. Seven Committees were appointed by unions to represent their respective retirees.

The Retired Pilots Section 1114 Committee, consisting of Alan Black, Roger Hall, Harlow Osteboe, Bill Palmer and me, represents retired pilots and their survivors in negotiations to consider United's proposed reduction in pilot retiree medical benefits. The Committee is completely independent from URPBPA, RUPA and ALPA. The Committee's expenses are paid by United through the Court. The Committee's is authorized to negotiate with United only over medical benefits.

Should United decide to attack retiree pension benefits, URPBPA remains ready to defend the retired pilots' interests. I hasten to add that United has not taken any action against retiree pensions and it is my fervent hope (and, I'm certain, the hope of all United retirees and employees) that the Company will not do so.

Fraternally, *Jerry*

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

ABOUT THE COVER: Boeing 777

The Model 777, the first entirely new Boeing airplane in more than a decade, was the first jetliner to be 100 percent digitally designed using three-dimensional computer graphics. Throughout the design process, the airplane was "preassembled" on the computer, eliminating the need for a costly, full-scale mock-up.

The 777 program was launched in October 1990 with an order from United Airlines. In June 1995, United flew its first 777 in revenue service. The Boeing board of directors authorized production of the 777-300 on June 26, 1995, and the first 777-300 was delivered to Cathay Pacific Airways in June 1998.

The 777 is the widest, most spacious airplane in its class and includes improvements in airfoil technology, flight deck design, passenger comfort and interior flexibility. The B777 landing gear is the largest ever incorporated into a commercial jetliner. Its greater payload and range capability result in lower operating costs to airlines, and its standard equipment includes many features that are optional on other airliners.

The airplane is larger than all other twinjet or trijet airplanes but smaller than the 747. It brings the twin-engine economic advantage to medium- and long-range markets. The 777 currently is available in five models: 777-200, 777-200ER (extended range), 777-200LR (longer-range), 777-300 and the 777-300ER.

The 777-200 can take 305 passengers 5,210 miles; the 777-300 can carry 368 passengers 5,955 miles.

Launched in February 2000, the 777-200LR and 777-300ER can fly 8,818 or 7,175 miles, respectively. The 777-300ER rolled out Nov. 14, 2002.

The 777 is the first airplane to have a rose named after it. The deep purple-red rose with a citrus-like fragrance was developed by Olympia, Wash., Western Independent Nurseries.

First flight: June 12, 1994

Model number: 777-200

Classification: Commercial transport

Accommodation: 305 to 440 passengers

Wing Span: 199 feet 11 inches

Length: 209 feet 1 inch

Gross weight: 506,000 pounds

Cruising speed: 615 mph

Range: 4,210 to 8,270 miles

Ceiling: 37,900 feet

Power: Two 74,500-/77,200-pound-thrust P&W 4074/4077 engines, two 74,500-/76,400-pound-thrust GE90-75B/76B engines, or two 74,600-/76,900-pound-thrust RR Trent 875/877 engines.

BUSH DEFENSE DEPARTMENT SEEKS TO OUTSOURCE CRAF PROGRAM

AFA is greatly disturbed to hear recent news reports that the Defense Department is seeking to open up military transport contracts to foreign carriers. We adamantly oppose such efforts and strongly urge our Members to oppose any efforts that would allow the Pentagon to proceed in this manner. AFA is concerned about the dramatic loss of American jobs that will result from such an action. "Outsourcing" our jobs to government subsidized foreign airlines is no way to reward the employees and companies who have been there when their country needed them, not to mention [the] fact that it is counterintuitive for our national security. We encourage all Members to contact their Senators and Congressman and tell them that allowing the Pentagon to contract out to government subsidized foreign airlines is a dangerous precedent that will only result in the outsourcing of many U.S. aviation jobs. We will keep you advised on any changes with this important issue.

---Association of Flight Attendants at United Airlines

2004 RUPA CRUISE TO ALASKA INFORMATION

Date of Cruise: September 19, 2004

7 day Roundtrip out of Seattle

On The

Holland America *MS Amsterdam*

Check out deck plans and staterooms on the internet

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

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

Inside Cabins:

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

Outside Cabins:

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

Verandah Cabins:

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

All cabins are subject to availability.

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

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

If you want verandah cabins, it is important to book early as they are the first to sell out.

The above prices include a cocktail party and a \$50 per cabin onboard ship credit.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520-2119
1-800-309-2023 33
508-829-3068

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

Room rate is \$89 per night

Identify yourself as being with the Retired United Pilots' Association

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 _____

CRAWFORD, TEXAS

President George W. Bush signed into law on Saturday a measure aimed at saving U.S. companies more than \$80 billion in pension contributions over two years, days before many firms make quarterly payments. Businesses lobbied hard for the bill, which would provide about \$80 billion in pension accounting relief through the end of 2005 for some 31,000 companies with traditional "defined benefit" pension plans. Those cover about 35 million workers and promise a specific payout based on salary and service. Many traditional pension plans are underfunded because of the weak stock market the last few years and current low interest rates, and companies are struggling to keep up with the payments as profits have shrunk in part because of the struggling economy. The relief comes from replacing a formula for calculating pension contributions. None of the aid comes from government payments. The law goes into effect in time for the next round of payments, set for Thursday, and is intended as a temporary measure to help keep plans afloat while Congress works on longer-term pension reform. There would also be \$1.6 billion in extra relief through waivers of payments for a handful of steel companies and major U.S. commercial airlines particularly hard hit in recent years, such as bankrupt United Airlines, a unit of UAL Corp. (UALAQ) These companies would receive waivers for payments. Some Democrats were angered by the legislation because it contained little help for plans sponsored by more than one employer, which cover mostly union workers like in the construction and trucking industries. Massachusetts Democratic Sen. Edward Kennedy said less than 4 percent of the 1,600 multi-employer plans, which cover more than 9 million workers, now qualify for help.- *REUTERS*

AMERICAN AIRLINES ORDERED TO PAY UNION

FORT WORTH, Texas (AP) - An arbitrator ordered American Airlines to pay more than \$23 million to its pilots' union, saying the world's largest airline improperly subcontracted flights to circumvent its labor contract.

The Fort Worth-based airline must repay the amount it would have paid its pilots for those regional flights, arbitrator Stephen Goldberg said Thursday. The ruling cannot be appealed.

"We are very gratified with the decision, in which the arbitrator agreed that American violated what had been clear language in our contract," said Steve Blankenship of the Allied Pilots Association.

American executives said in a statement that they believed the airline had "fully complied" with the pilots' contract.

American inherited contracts with two regional carriers when it bought TWA in 2001. The regional flights, which operate under the name American Connection, were booked under a different flight code - which meant they technically were not American flights. Pilots for American Connection carriers are paid less than those at American Airlines.

The airline halted the booking practice last year, but Goldberg said the airline still owed pilots for the two years that the flights were improperly diverted.

AMR Corp., American's parent company, has posted only one profitable quarter since the beginning of 2001. It was on the verge of filing for bankruptcy last year before winning employee approval for \$1.8 billion a year in labor concessions, including wage and benefit cuts.

c. *The Associated Press*



COUNCIL 33 RETIREMENT CELEBRATION

The Retirement Party “Generations Celebration” for 2004 has been scheduled for Saturday, September 18th, 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 28th 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 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. Lindstrom
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

PAUL G. ANDES—4381 SE Coventry Ln, Stuart, FL 34997

A quiet year, almost to the point of being boring. April 3 began with Lineke and me traveling up the Miami River on a historical and archeological river trip with Dr. Paul George, resident expert in Miami on things old and forgotten, kind of like the passengers on board. Later a short trip to DCA for a Council 11 RUPA meeting and at the end of the month a six day trip to San Antonio for a VS-39 reunion. In May we flew to Georgetown, Exumas to boat sit for a friend on his 39' trawler while he made a business trip back to FL. It was nice being back as we had cruised the Exums with CSY on our first bareboat charter, a Chris Craft Capri 30, the second year they were in business and if you remember it was CSY that really started the bare boating industry.

Not too much has changed in the Out Islands. Stocking Island is almost as beautiful as it was then but now there is a small snack shack and toilet of sorts on the beach. The town is just the same, Peace and Plenty, The Two Turtles and Exuma Market still operate and collect cruisers mail, the native store keepers a little worse in attitude. The biggest change, not for the better, is a large jet runway at the new airport; the cab drivers love it. The US Gov. has taken over the old field and uses it for drug surveillance flights.

Back home in Stuart, idle hours (?) are spent tutoring for the Stuart County Literacy Council twice a week, mentoring in English and reading at the local Elementary School, helping the Willoughby Golf Club grounds keepers maintain the long, short and in-between grass on the fairways, roughs and range chopped down to a very uneven but definitely short stubble.

The end of August we celebrated a wedding in Washington of our only godson as well as our 45th wedding anniversary, both on the same day. In September several of the local citizens were enticed by a newspaper article regarding the Stuart Police Dept's 25th Boston Whaler with twin 225 outboards and the fact that it was not being used and the Dept., was looking for volunteers to man the boat as the undermanned regular police Dept.

did not have enough personnel to do their regular police work plus mess around on the water. That ad resulted in 12 volunteers, 5 of whom did not qualify due to past police records so now we are in a Police Dept. Citizen's Academy training program and itching to get out on "patrol" in OPBs.

Cataract surgery in Nov and Dec, trip on Song Airway from PBI nonstop to BDL for Christmas with our daughter Erica and her family in Woodbridge, Ct where she teaches 7th grade at a intercity public school in Bridgeport. It's no wonder they pay her so well but it should include combat pay on top of the normal bribe they have to pay teachers to work in those conditions. The street just immediately in back of the school is known by all the kids as "The drive-by shooting street".

Lineke's cousin from Holland and his wife spent a week visiting in early January. The end of Feb. we took a cruise aboard the Radisson Seven Seas Mariner from FLL to LAX via the Panama Canal and various stops in between, many of which we have already visited either in our own boat or bare boating. I didn't even go ashore at some of them. Can't remember ever losing a thing that I needed to go back and look for in Panama, Acapulco or San Diego.

I'll be 74 next month and it doesn't seem right that I should be waiting around with a great deal of unease for United to drop the next shoe, but I'm damned if I vote in Nov for that funny looking flip-flop guy with the French haircut. There are a lot of things wrong in our country right now, beginning with the courts and our legal system, but I'm not going to compound the problem for a short term, four to eight year quick fix.

I am now the sole survivor of my new hire class on 4 January, 57. PS: Almost forgot. Using a 5 iron, I shot a Hole-in-One at Willoughby Golf Club last Friday, March 19th on the par 3 16th hole with 3 witnesses. WHAT'S THE BIG DEAL, THAT'S WHAT YOU'RE SUPPOSE TO DO ISN'T IT? Regards, *Paul*

HOWARD A. ARONSON—44 Horton Ln, New Canaan, Ct 06840

Hi Cleve, This is a follow-up to the check I sent in for my yearly dues. I certainly was sorry to learn of Jock Savage's passing away. He was a real fine guy and a very hard worker for ALPA and the pilot group. He will be missed.

As for me, overall nothing too much has changed since my last report of a year ago. I still live here in Connecticut and am happy to "stay put"- no interest in moving into another geographical area of the USA or getting involved with another house, etc. Marjorie, my wife, and I do quite a bit of traveling, and in about one week, we will be off to the Far East. We will both head for Japan first, and then she will be going to a two week art conference in Seoul, Korea. Since attending those art conferences is not "my bag", I will proceed on to China for a few weeks, and tour around on my own. I have been to China several times recently, and decided that it would be helpful to learn the Chinese language. So, I have been attending classes once per week at the local community college. It is really tough stuff, but I hope that it will help keep my mind a bit sharper as I get older. We'll see how that turns out, right? As we used to say in the military, I guess that I am getting a bit "Asiatic" as I grow older.

I am still flying , keeping my hand in working with the Civil Air Patrol, and also doing some infrequent part-time flight instruction every now and then. I find it very enjoyable and worth the effort to try to stay proficient. But with all the new avionics on the market, it is a problem keeping up with all the technical advances even in small GA aircraft. I guess that it is difficult to adjust from the old "steam gauges" to the new types of equipment. However, I will progress slowly - I hope. And as my wife tells me: "I am an analog pilot in a computerized world!" I suppose she is right about that.

Anyway, all is going well as far as health and things in general for me and my family. I still hunt, fish, ski, and manage to get the "honey-do lists" taken care of as well. My son Miles is out in Denver working in finance, and he seems to take to the "relaxed" Denver lifestyle with skiing, hiking , camping, and biking. Marjorie and I fly out to see him frequently, and I have very fond (????) memories of the trials and tribulations associated with DENTK as I pass through the terminal at Denver. Where did the time go, and how did an excellent career with United pass by so very quickly? That's about it for now. I am still keeping my fingers crossed that UAL will exit out of bankruptcy successfully, and be once again the proud and dynamic airline that all the employees made it to be over the past 70+ years.

Thanks to all of you folks who do such a great job getting the *RUPANEWS* out to all of us. It is truly appreciated.

Give my regards to all. Sincerely, *Howie*

V.R. BARNEY BARNHOUSE—17621 Wellington Ave, Tustin, CA 92780

Hi Cleve, I will be retired ten years in June, and the time has just flown by. I see less and less names that I recognize, but at least my name hasn't appeared on the "Flown West" page. Ha!

Thanks for a great publication. *Barney*

DICK BODNER—2711 NE 57th St., Ft. Lauderdale, FL 33308 JFK LAX MIA DEN CLE DENTK MIA JFK LAX dickbodner@aol.com

Dear Cleve: Just applied for my Social Security Benefits and our first grandchild is due to arrive in May. Guess I'm now "officially old."

We have enjoyed some trips on our boat with friends and a Carnival Cruise this past year (Soni works for them so she gets 2 free cruises a year). Haven't enjoyed the privilege of paying for pass travel on UAL. We go to Costa Rica frequently to visit our Son and his wife. We use ID-90's on LACSA, Iberia, Martinair or American. We have a home there overlooking the Gulf of Nicoya and enjoy the peaceful atmosphere. If I hadn't decided to get a part-time job, Soni and I would spend much more time there. I work on weekends at the Lighthouse Point Marina. There are a couple of other retired guys working there as well and we all enjoy it.

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

Hi Cleve, Another year gone by...#10 and all is well with Shannon and myself. Most of our travels this year were by car. We have an elderly dog that doesn't do well without us so we take her along. Just another "kid" but she gives unconditional love. After our summer at Coldwater Lake, Michigan (where our cottage is located), we took a fall drive through New England--onto Nova Scotia and back. Enjoyed the fall colors.

In November we drove to Florida to see our son at Embry Riddle in Daytona Beach. Spent Thanksgiving there and did some fishing and golfing. Then in January, we took a drive through the southern states, as far as Corpus Christi golfing along the

way and back. Then another trip to Florida in March to enjoy our condo in Daytona Beach, as Kellon and his roommates were on a cruise for Spring break. Some golf, but most of the time we were cleaning and doing minor repairs at the condo. Now we are "back home again in Indiana" for a few weeks before we head to our cottage for the summer.

I will be taking a week in April to do some volunteer work at a Creation Museum which is under construction down in Kentucky near the town of Florence. This museum will attempt to show that there is just as much scientific evidence for a young earth (creation) as billions of years (evolution). Anyone who might be interested in pursuing this, feel free to contact me at georgegbrinkman@aol.com. You can also go directly to the website at www.answersingenesis.org. There is a lot of scientific information supporting creation. (tapes, books, videos, etc.)

Life is good. *George & Shannon*

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

Dear Cleve, Another year down the drain! Time flies when you are having fun.

After 23 years into retirement I can play in the old farts golf group which entitles you to let a fart when retrieving your ball from a four foot missed putt.

Carol and I are still chasing the little white ball a couple of times a week. We also won our clubs Bocce championship this year.

Hope to see you on the cruise. *Lew*



"This is sloth—greed is on the top floor."

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

It's that time of year again, and a small donation for the postage fund to Cleve. I'm pleased and grateful to say that all is well here, only wish there were more hours in the day. Each time I receive the RUPANEWS, I appreciate and am amazed at the tremendous amount of work done and at the excellent results. My thanks to all. *Frank*

RICHARD R. "REX" CARLTON—512 47th Ave Dr W, Bradenton, FL 34207

Dear Cleve, The past two years have not been good for us due to health problems (operations, etc.)

We have been in Florida for the last 1½ years, but hope the end is in sight and we can go to Ohio in May.

We had our 50th anniversary last August, but were not able to have the celebration our son had planned for us in Ohio. Thanks, *Rex*

ROBERT J. CLUPPER—227 Rainbow Dr, Livingston, TX 77399

Dear Ted, Here is my annual letter for publishing in the RUPANEWS. I've now enjoyed visiting fifty eight aircraft museums in the last five years traveling in my motor home! The last museum visited was the new aircraft museum in Sevierville, Tennessee, very well done, but before that I visited on December 6, 2003 the new annex to the Smithsonian aircraft museum on Dulles airport at contributors day and it will spoil you for looking at other museums! So many neat aircraft to look at all in one collection! Lots more room for more aircraft in the huge building, and the observation tower is a must, the landing traffic flies right by the windows and it will remind you of your flights into Dulles! Be aware of a 12 dollar parking fee, the museum is free!

I'm back in Indiana for the summer, mowing grass on a private airport near Argos, Indiana. The owners don't even charge me to do that, I love to mow grass runways! I recently made it to my 75th birthday, pretty hard to realize the Wright brothers first flew only 26 years prior to my arrival in this world! Who would believe aviation has changed so much since then and what will the next one hundred years bring?

My very best to the RUPANEWS crew!

Sincerely, *Robert Clupper*

UNITED FILES STATUS UPDATE WITH BANKRUPTCY COURT

On Thursday, April 15, 2004 United filed a Status Report with the U.S. Bankruptcy Court on the company's progress in reorganizing. The document highlights the company's substantial progress to date, as well as the work that remains to be done and critical issues to be resolved in order for United to restructure successfully and exit Chapter 11 as a sustainable, flexible and competitive company.

United reported significant progress in its major restructuring initiatives since the March omnibus hearing, including the signing of pension funding relief legislation into law, as well as United's and Atlantic Coast Airlines' mutual termination of their United Express relationship. The Court approved the agreement on Friday.

In the next few months, several major issues must be resolved prior to our exit from bankruptcy:

* Completion of the exit financing package.

United continues to provide information to the Air Transportation Stabilization Board, their staff and outside professionals (ATSB) regarding our updated loan guarantee application.

United and the ATSB have held a series of meetings and maintain an ongoing dialogue.

United continues to provide the ATSB with due diligence and to address their questions.

* Fleet restructuring.

The company continues to negotiate toward a definitive term-sheet agreement regarding 175 United aircraft controlled by more than 100 institutions through public-market and private financings.

If the prospective agreement is reduced to an executed term sheet, United anticipates filing a motion for approval shortly afterward.

* Retiree medical benefits (Section 1114 process).

United is fully committed to attempting to reach consensual agreements with all the authorized retiree representatives on modifying these benefits, and we are in talks with some of our represented groups.

However, as the Court has ordered, if a consensual resolution is not reached, United will file its motion to modify retiree benefits by May 21 in anticipation of the hearing from June 11 through June 17.

This schedule will enable the Court to rule on United's motion by June 18.

* Claims.

United continues to make progress in reducing the total dollar amount and number of outstanding claims filed by companies and individuals against United in Bankruptcy Court.

At present, the company does not expect this process to affect the timing of its exit from bankruptcy.

* Municipal bonds.

In March the Court ruled that United's bond payments with respect to LAX, JFK and SFO are pre-petition debt, which will effectively be treated in accordance with our plan of reorganization at the end of our bankruptcy case. The JFK and SFO decisions are being appealed. LAX has until April 29 to file its notice of appeal.

Also last week, the company updated the creditors committee with respect to its restructuring, with particular emphasis on the fleet restructuring.

All these restructuring efforts are happening against the backdrop of a very challenging business environment. Competition for passengers has been intense, and all carriers have experienced dramatic increases in fuel prices. In part because of United's limited ability to hedge against increases in fuel costs as a result of the Chapter 11 filing, the company's fuel costs are projected to increase 450 million dollars this year compared to previous estimates.

The Status Report shows that several of United's major restructuring initiatives have either been completed or are significantly closer to completion. At the same time, much work remains to be done, and some aspects of the timing of other initiatives remain beyond United's control.

The company will continue its hard work toward exit and will keep employees, the Court and all other relevant stakeholders advised of further developments that may impact exit timing.

RON CORDES—2 Camino Del Prado, San Clemente, CA 92673

All is well in our house. We are still traveling and playing golf as much as we can. In May we are going to France with a group of retired UAL pilots and their spouses as well as other airline employees to play golf with the World Airline Golf Alliance. They put on a good outing and have several tournaments around the world each year.

At this time, mid April, things are looking up on the pension front with the president signing the pension reform bill. I would like to commend all the pilots who supported and worked with United Retired Pilots Benefit Protection Association and the pilots who contacted their senators and congressman to support this legislation. I am cautiously optimistic that United will successfully emerge from bankruptcy with the pensions intact. Greetings to all our United family. *Ron*

BOB DUCKWORTH—48 Crooked Trl, Rowayton, CT 06853 1966 1999

Hi Cleve, Just a brief note to send you my postage check. I'm still enjoying some flying in light planes and gliders. Also, am having many visits with our seventeen grandchildren. *Bob*

HERBERT O. FIDLOW—1 Las Olas Circle Apt. 902, Ft. Lauderdale, FL 33316

hfidlow@bellsouth.net

Dear Cleve, This April 10th is a special day for Sheila and me, as we celebrate our 50th anniversary. It has been wonderful but arrived too soon. I also will be 70 the next day. Where did the time go?

Enjoy reading the "NEWS" each month, and thank you all for doing the work. *Herb*

LARY E. FREEMAN—210 Via Dijon, Newport Beach, CA 92663 1967-2002 LAX

lidoflyers@aol.com

My one year report to Jock must have gotten deleted so I now am "amazed" at how quickly the first TWO years have gone by. And I still have not gotten the garage cleaned out! As I write this on April 10th, I was relieved to see the pension bill signed by President Bush today. Let us hope that action helps solve the pension dilemma for now. I have returned to my first career as a Pharmacist. I

realized that for me, 100% retirement at age 60 would not be good, so I got my pharmacy skills "spooled up" about three years before UA retirement. I work several days a month in Reno area pharmacies, where we split our time between our Lake Tahoe Condo and Lido Island in Newport Beach.

My wife Cheryl is still flying as a flight attendant out of LAX and has now passed the 35 years I put in. She sure doesn't look that old. She says "just a couple more years."

We had purchased a home in Devonport near Auckland, New Zealand while I was still flying. Devonport is a 10 minute ferry ride from downtown AKL and a really lovely seashore community. After the announcement that UAL was pulling out of AKL last March, we decided the prudent thing to do was put our 122 year old Victoria Villa on the market. It sold in one day. We miss New Zealand but did manage to get down again this February (by way of Air New Zealand) and had a great two weeks there visiting and then solved the getting out of AKL problem by taking the QE2 from AKL to SYD. Eleven incredible days, and with the great company of former UALers Bruce and Laurie Gibbs, who have a home in Bay of Islands, New Zealand.

We have four grandchildren, who live near us in Long Beach, CA, that we enjoy spending time and traveling with. Our daughter, in Germany, just presented us with a new grandson on Feb 18th. We will go to Germany the end of this month to meet him. Then a two week cruise on Windstar's Windsurf in the Mediterranean. Then back to work for a couple of months. Retirement is good.

Best Regards to all. *Lary*

BUD GIMPLE - MDW-ORD-DEN-SFO-OAK-DEN 1959 -1992

1910 Monument Canyon Drive, Grand Junction, CO 81503

All is well in Western Colorado, My wife of almost four years, Kennie Ruth and I have traveled on other air carriers on several occasions in the past year. We find their service quite good. - i.e. Delta and American. We traveled to Kitty Hawk last December for the 100th anniversary of powered flight. We were knee deep in mud with 38,000 others, as The Wright Flyer "didn't". Terrible weather, how-

ever it was very emotional and an overall memorable experience. Our prayers for a recovery by UAL continue. The best to all. *Bud*

JAY A. HALSTEAD—11537 Snow Creek Canyon, Las Vegas, NV 89135
jayhalstead@sprintmail.com

Hi Cleve: Like most of the guy's I just noticed the renewal date on my RUPA magazine. I know I just had a Birthday so I should have remembered the renewal.

Not much new here. We got in our new home in Las Vegas last July. The moving cost me a few rounds of golf. I only got in 280 rounds last year. Hope to do better this year!

If anyone is coming to Vegas and wants to play some golf, drop me a note via email. *Jay*

EDWARD C. GROEL—508 Boxwood Ln, New Smyrna Beach, FL 32168

Dear Cleve, Donna and I relocated from Shelter Island, New York to Sugar Mill Country Club in New Smyrna Beach, Florida. We have finally moved to an area where there are other retired United pilots. It is a great group that gets together at the Spruce Creek Flying Community every other month. Winters in Florida are wonderful if you like golf, beach and boating. *Ed*

BRUCE KUTZ - 2145 Morgan Hill Rd, Easton, PA, 18042-7050 ORD EWR LGA JFK

Two years since the last note! We've been blessed with one more grandchild. Two now. Oct of '02 Rosemarie and I toured Eastern Europe from Warsaw to Prague to Budapest then visited her mother in Vienna. Then last year '03 we enjoyed a river cruise from Amsterdam to Vienna for 14 days. Both times we were treated to 1st class from IAD to Europe and back on United. Most of the rest of the time we are very busy at home taking care of our two rentals on the property as well as ground maintenance, grass cutting, woods, and fields. They say it keeps you young. In between are two RUPA luncheons for the NY area and the greatest retirement party ever each spring at the EWR Sheraton. Thanks to you folks on the West coast for your great efforts in keeping us all tied together! Til next time, Sincerely, *Bruce*

WILLIAM W. LAWRENCE—21720 116th St. SE, Snohomish, WA 98290

This is to thank again the several men who answered my plea for information on the old radius-of-action-to-a-moving-base problem. You guys turned out in force, and I now have enough old copies of manuals and related information to start a class in navigation, if that had been reason for asking for help.

Anyway fellows, you can turn it off with my thanks and the suggestion that as long as we have RUPA who needs the internet?

Regards to all, *Bill*

P.S. I must enclose the comment from Bob Benzies in the note he sent with a lot of good information, quote "I'll assume your mission is somehow related to multiple girl friends, limited fuel and a mobile home." That guy must have been fun to fly with!

GARY E. MC GAUGHEY—PO Box 15391, Honolulu, HI 96830

Aloha, Cleve and Fellow RUPA workers, and the check is in the mail.

As so many of you have said and I must agree "I can't believe how fast the time is going by" This is my second year of retirement, how did I ever have time to go to work?

I have enjoyed reading the monthly edition of our *RUPANEWS*, a big thanks to all of you who labor on our behalf in this area.

First I will report the trivial and insignificant. Over the last year my wife and I enjoyed a kayak trip among the Apostle Islands, WI: A beautiful area to paddle and camp. We also flew the Super Cub to Wyoming, Montana, and Idaho. That was also a great trip in a great airplane. However, most of our time during the last year was spent getting our sail boat "Delphinia" ready for a passage from San Diego to Hawaii. November First, we cast off the dock lines and sailed out of the harbor heading west, nineteen days, fifteen hours and forty minutes later, not that I was counting, we tied up at the Aloha dock at the Hawaii Yacht Club. This was my first open ocean passage, quite an experience, it was beautiful, but long, nothing goes to windward like a B-747. We will spend at least a year here in the islands and then off to wherever our spirit of adventure takes us.

Now for the important information, children, grand

children, and family. Young adults to almost middle aged, please don't tell my daughters I used the term middle age. I burst with pride when I think of my children and grand children. I share my wife's pride in her two sons, one a budding young executive and the other a soldier serving our country. It was very close to one year ago that my wife's son was deployed to the war zone, Iraq. So much has happened over that time period in our lives, our company, and our country, but for 1st Lieutenant Dan Horst it was sleeping on the back of a tank, and a very dangerous year. Living conditions have improved, but it is still just as dangerous, he has survived! He will be home in about two weeks. All of our military deserve our thanks for the sacrifice that they are making for us. We give special thanks that indeed Dan is coming home. I have mixed feelings in regard to the war, how we got there, how we are going to get out of this situation, and when. These are grave concerns, but then I talk to those young military people who are doing so much good for so many people, and these deeds are not part of the news each night. Please join us in praying for them and the families that love them. My wife has quietly waited for a year for the moment when Dan will step off that plane and she can give her soldier a hug and hear the words she most wants to hear, "hi mom."

God Bless you all, from the good ship Delphinia.
1st Mate, *Gary E. McGaughey*

HOPE KERDKLOTZ—1032 Catfish Lake Rd,
Eagle River, WI 54521

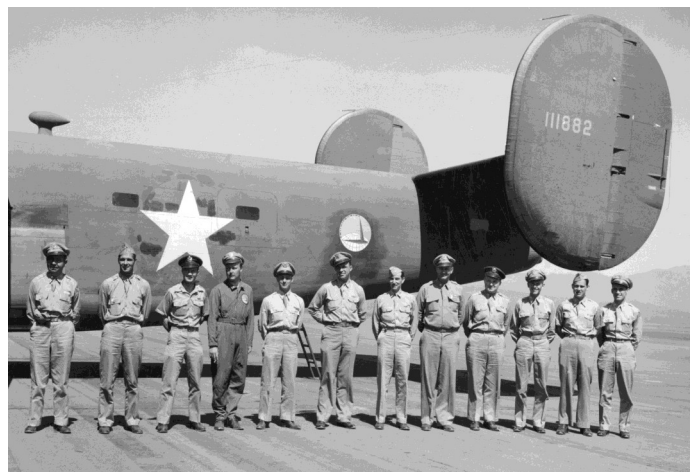
Tom's birthday would have been April 10, and he would have been 82 years old.

I would like to continue to get the *RUPANEWS*. I enjoy reading it from cover to cover. There are a few retired UAL pilots living in this area also.
Sincerely, *Hope*

JAMES (Mac) McMILLIN— PO Box 156, Madisonville, TX 77864 1940-1976 topclip@msn.com
Time moves so fast here in Madisonville, Texas, that I have a hard time getting the things done that I formerly did in my spare time after taking care of my fishing, hunting, trail riding, yard work, UAL assignments, and household assignments. Now I supposedly have nothing to do, with the exception of enjoying my spare time. Unfortunately, time (and everything else) goes by so fast in Texas that I don't get much of anything done. Other than al-

ways being "out of time", life is treating me gently. My kids and the good Lord see to that. But, knowing the problem I have with time, I am starting my April letter this cloudy and threatening day in February.

Last night, I lay awake and began reminiscing. Sixty-two years ago we were just beginning to climb out of the pit caused by Pearl Harbor. I was domiciled in Denver when the war with Japan began early in the early morning of December 7, 1941. Early in the spring of 1942, a group of airline pilots (I believe it was called "Project 32") was ordered to active duty in the Army Air Corps (the Air Force of that era). This group reported to Alpena, Michigan. A second group of airline pilots was ordered to active duty on May 1, 1942. This group, known as "Project 50," was ordered to report at Morrison Field, Florida. Like the first group we came from every major airline. Everyone was a pilot and every major airline was represented. The airline pilots proved to be the reservoir of need when our backs were to the wall in the war on many fronts. Enclosed is a picture of some of these pilots, who were sent to Rosecrans Field at St. Joseph, Missouri as pilot instructors, next to a B-24. Maybe you identify the other UAL pilots better than I can. I guarantee neither the names nor the airline of the pilot in the picture. I am the one with the ladder for a left arm.



From left to right: 1. Nick Nicholson (?), 2. Russ Kirbert (Capital/UAL), 3. Sam Wiper (UAL), 4. ?, 5. Jim (Mac) McMillin (UAL), 6. Sam Nuchols (AMR), 7. R.C. Downing (TWA), 8. Clayton Joyce (UAL), 9. Odrum? (?), 10. Bob West (UAL), 11. Glen Bras (TWA), or Paul Howell (TWA), or ?, 12. See number eleven.

More reminiscing: I flew the DC6 from Denver to La Guardia the latter part of the 1940s. Tom Hyland was a member of my crew. We would take off from La Guardia, cross Central Park near the North end of the park, turn left and fly down the Hudson River to Newark, and then proceed west. On one of our departures, the fleet had just come in. We crossed the park, turned left, and I picked up the mike to tell the passengers about our trip and the presence of the newly arrived fleet. Tom got my attention and asked if he could point out the ships. Of course I gladly accepted his proffer. Ship after ship he made a remark, never breaking a continual description of type and purpose. As we made our right turn at Newark, the head stewardess said she had a message for me: an admiral sitting on the left side called her and said that Tom's comments were faultless, the reporting was the most accurate and informational job of identification that he knew of or had heard. I remember passing the word to Tom, but fail to remember telling the admiral or the other passengers who did the talk. I probably did tell the stewardess. Tom was a fantastic person to know. What a joy, accidentally, to find him seated in a Denver coffee shop one morning years later. His walk through life was an interesting one. Maybe next year I can again report on time—you know, on time “2 minutes late.” *Mac*

AL MENTING—PO Box 839, Notre Dame, IN 46556 Mmenting@sbcglobal.net

Dear Cleve, Enclosed is Al's contribution for RUPA. He progresses with the Brothers of the Holy Cross here at Notre Dame looking out for him. Daily I visit him and he always welcomes the *RUPANEWS*.

This week our outing included watching the youthful Olympic white-water canoers and kayakers wending their way through the St. Joseph East River Course in South Bend. The qualifiers, three in each event, will comprise the US Olympic Team heading for Athens for the final qualifying round. Thanks to all who have remembered Al.

Monte Menting

WESLEY J. PAGET—14475 193rd Rd, Live Oak, FL 32060

Hi Cleve, Finally noticed that I am six months past due on my dues. Have been busy the last couple of years. Bought an 80 acre farm and put in a 2,500'

landing strip and a 60X60 hanger. Still in the process of building the house, just finishing up with the trim out.

Don't do much traveling, it's too depressing with the “New” airline industry.

Good luck, *Wes*

EUGENE G. PETERSON—PO Box 1392, East Dennis, MA 02641 1960-1993 BOS, EWR, LGA, CLE, LGA/JFK

Dear Editor: I first want to thank everyone who makes the *RUPANEWS* possible, as I know it must be a huge amount of work.

This year hasn't seen much change at the Peterson household. I drove a limo for about a month last March 2003 and decided it was too much like all night flying and quit to deliver auto parts a couple of days a week. Much better working conditions & good folks and great boss.

We flew to Denver back in the fall and got first class both ways out of Manchester, NH. We drove to Santa Fe, NM on purpose to visit relatives in COS and ABQ. Other than that no other flying trips. We drove to Canada several times, where Joann's sister and family live.

I am still on the town of Brewster, MA finance committee, which oversees the various spending proposals of the annual budget. This time of the year we meet almost every week to get ready for Annual meeting, which will be the first Monday of May. I have finished my tour on the church board of trustees.

Our daughter, Laurel married a fellow college professor on the 29th of December. We will be having a family celebration for them probably in August, as it was a private ceremony.

It is hard to believe that I last parked the 747SP at JFK about 11 years ago on 20 April 1993. I see the newer stuff overhead all the time, I suppose coming and going to Europe, as the path appears to go right Over Cape Cod.

We both are in good health for which we are very grateful. When I wrote that line, a couple of weeks ago, it was true. Early this morning 4/11, Joann had her appendix removed. She apparently is due home tomorrow as everything is going very well. We thank God for that.

We both went to a possible new RUPA group here in Eastern New England. Plymouth, MA was the site and there were about 15 folks there. I met a

bunch of people who I never knew before from the airline.

God bless, *Gene & Joann*

OAK PORTER—PO Box 3225, Pahrump, NV 89041

Hi, Ted & Cleve: Can't believe that the year has passed so fast, 19 years into retirement, and still haven't caught up on all my honey do's yet, but gaining on them.

Fern and I have had a good year, except for Fern having to have three stints put in and she is doing very good know. We are leaving our winter home in Pahrump NV next week for Sunriver, OR. Have to get back there for a golf tournament the 21st of April.

We are planning on our yearly fishing trip to Kimberly BC. Missed last year as Fern was in the Hospital having her stints put in. Then in July we will be going to Coeur d'Alene, Idaho for our summer golf tournament with our Pahrump golfers.

We were back in Maui the end of January for a couple of weeks in our time share condo. Was great!

I sure want to thank all the hard workers for getting out the *RUPANEWS* every month; I know it must be a chore.

Check is in the snail mail with a little extra for the hard workers. *Oak*

ALLAN D. PRATT—1604 Chiquita Dr, Minden, NV 89423

Cleve: Still alive. Still flying gliders. Still content. Didn't go anywhere, didn't see anyone, didn't worry about it. Didn't get any sicker, didn't get any better. Wife's fine, kids are fine, the weather's fine. Didn't send my annual fee yet but I will - real soon now.

Cheers, *Allan*

ROBERT E. REID—Mercer Island, WA
Morning Ted,

It's been awhile since I sent one of these and never by cyberspace. I understand this saves you some time.

Seven years since retirement and pretty much the same old stuff. The PA-12 is a work in progress...It now has flaps, new fabric and a new paint job. Same old house, built in 1929 and several times remodeled so it takes a lot of TLC.

So many letters tell of the travels to see children and grand children...we are lucky; both our kids are very close. Daughter Darcy is six miles away and has two boys ages six and three. Son Mike is 17 miles and has twin daughters 3 1/2. It is great fun to watch them grow. We (mostly Margie) get to do a lot of baby sitting.

Margie and I are enjoying good health. Still skiing, biking and some travel. We'll be going to London soon with Tony and Jeanne Horne to do the museums.

Thanks for stepping up to fill some very large shoes as the new editor. It's a big job and I'm sure very time consuming. Regards to all, *Bob and Margie*

NORM RUPP—2608 Newlands Ave, Belmont, CA SFO 66/91 nnordicn@comcast.net

Hi Ted and all those who work so hard to make *RUPANEWS* a part of our lives each month. It goes without saying that we will miss the valued assets that Jock Savage brought to our profession.

This has started off to be a good year for Connie and me. In February we went to France and Italy; we rode first class both ways to Paris. Shortly after coming back we went to Palm Desert and then on to Phoenix to see the Giants in Spring Training.

Whenever I'm on a United Flight I give thanks for the 25 years that I spent with the Company and feel for those who are working under the present conditions.



Three months after retiring in 1991 I became involved in co-founding an organization to protect four High Sierra Lakes. 13 years later in January there was a negotiated settlement that protects the lakes for future generations; but there are still some i's to dot and t's to cross. I'm looking forward to putting fund raising and court dates behind me and getting on with our retirement. *Norm*

JOHN U. RYALS—11357 S. Blackthorn Ct, Parker, CO 80134

Dear Cleve, Sorry about writing this note, hope you can read it. Barbara and I moved to Parker CO last January to be nearer the kids [kids] in Denver and Colorado Springs. I'm doing good with this bladder cancer, and should be OK soon.

We still travel as much as possible and enjoy it very much. Yours truly, *John*

PETER M. SAEGER—PO Box 10000, PMB 200, Silverthorne, CO 80498 pmsaeger@cs.com

Hi Cleve, would you believe the checks in the mail on my birthday? The good news from our household is there is no bad news.

If your consumed with all this pension hoopla try putting it in perspective, comparing it to, say losing a child or your spouse or your health. Time fly's they say when you're having fun, which is what retirements supposed to be all about.

My regards to all the volunteers that keep this program up to speed. Take Care and God Bless, *Pete*

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

Hi Cleve, Enclosed is birthday check. Another healthy and busy year, living six months (summer) in Zephyr cove, NV and six months in Sun City, CA during winter. Christmas with Hazel's family in Southern California. Second time around is wonderful. Nine years now with Hazel.

We are planning an air trip this June to Anchorage and Fairbanks. Then back to Seward. Will join Holland America Glacier cruise to Victoria, B.C. I flew cargo and troops from Seattle to Fairbanks during WWII, so would enjoy seeing the changes. Best wishes and thanks to all the splendid work you do to keep us (oldies) informed. Thank you Cleve.

Sandy

KEN SCHROEDER—Rapid City, South Dakota
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 1st class physical (heart bypass) 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 aught 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*

WALT SCHROETER—48-230 Center Ct, Palm Desert, CA 92260 w Schroeter@dc.rr.com 1941-1978 BUR, SFO, PDX, SEA, SFO, DEN/W-LAX
Still like to read the *RUPANEWS* with few of my vintage participating, but the letters of others are interesting and sometimes useful.

I just passed age 86 years and feel good. Have the usual ailments of old age-- little blood press. problem, some aching joints, mostly in the legs. From here on it will probably get tougher each year to maintain good health.

In the early days of United, crashes got us. I remember five crews lost in first five years I worked. Now old age gets us. Good luck to all, *Walt*

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

Cleve, Another year of life has passed, another chapter in my life has opened with a Mary Kay executive, and the government has finally told me I can retire and start drawing social security at 62. I'm still flying the Cessna and life is good.

My best to all. *Whit*

RON TAYLOR—22504 SE 45th St. Issaquah, WA 98029 Ronbarb2@aol.com

I note along with my check to make a correction to the memoriam in the Feb. issue for my late wife Barbara. We were married in November 1949, not

as reported, 1954. In November of 1949, we were selected to appear on the NBC radio show "Bride and Groom". The show emanated from the old Chaplin Park Hotel, in Hollywood. After introductions and the telling of our story, we left the studio and proceeded through a beautiful park-like setting to their Chapel, where our friends and relatives gathered to watch our ceremony, after which we returned to the show where we received gifts. The best one being a week's stay at a resort near Palm Springs, and the use of a new Chrysler convertible. A great start towards fifty-four marvelous years. Now planning a trip with daughter, Debra, to Barcelona to visit granddaughter graduating at the Univ. of Barcelona, via WSU.

And a special thanks to all of you who devote so much time for all of us and RUPA. *Ron*

JOSEPH A. VITELLI—4 Tetreault Dr, Walpole, MA 02081 DCA, EWR, JFK, CLE, ORD, JFK, DTK, JFK

Cleve, I have enclosed this years subscription/postage check. While I have not been in the habit of writing notes to my fellow RUPArians in my four years of retirement, this year is an exception. I have been on the Board of Directors of the United Airlines Retired Pilots Foundation for two years and am very proud of the work this organization does. Capt. Cliff Sanderson has stepped down as President, a position he has held for a considerable period of time, and during which he has done an excellent job. We on the Board of Directors are most appreciative of his time, and his dedication to this Foundation, which helps fellow pilots and their families who are in need of financial assistance. I have been elected to the position of President and will do my best to fill Cliff's shoes.

With the events of the past few years i.e., 911, the Chapter 11 filing by the Company, and the reduction in the pilot force, the Foundation has had to deal with a significant reduction in the number and size of donations which it previously received. I am appealing to each of our brothers and sisters to consider making regular monthly, or one time donations to this worthy cause. Any amount no matter how small will help the Foundation keep itself healthy enough to continue to lend support to those who need it. We are presently assisting thirteen long time retired pilots and families who have very

little, if any, retirement income from United. My thanks to those who have supported the Foundation and thank you in advance to those who contribute in the future. All of the recipients also thank you.

We extend our appreciation to you Cleve, and the Officers and Staff of *RUPANEWS* for your regular posted note on how to support the UARPF. For those who may have missed the postings, send all donations to the United Airlines Retired Pilots Foundation, Inc., c/o Capt. T.S."Ted" Bochniarz, Treasurer, 11165 Regency Dr., Westchester, IL 60154-5638.

Forms are available for payroll deduction should you desire to make an automatic donation. Donations are fully deductible. Need further information? Contact any Board member or drop me an email at joevitelli01@hotmail.com or joevitelli01@aol.com.

Very truly yours, *Joe Vitelli*

JOE AND CONNIE WEST—Corvallis OR
Hi Ted,

I intended this to be done via email, but our PC says "Oh, no you won't!" It's acting up lately—must be female.

I think we will all be glad to have you doing a good job. Of course you do realize you'll need to get out your lexicon of big words to fill Jocks shoes.

For the last 18 years, I've been working at recovering from a massive stroke I suffered at age 58½. It's been going very well—considering the severity of the stroke. I was paralyzed on my left side and I now swim and walk a lot.

There are lots of folks I've seen, I wish were doing as well as I am. I maintain that exercise (regular and intense) is the main reason I survived the stroke, and am making a reasonably good recovery. My swimming is aerobic, and my walking is too. I get around town quite well—no driving—and we travel occasionally. We drove to Colorado last July, and the average 8000' elevation on my niece's 10,000 acre ranch slowed me down. Once in a while, I find myself out on the local school track running at a very slow pace, but it feels good. Thanks to all who get out the *RUPANEWS*, and to you for taking on the new job. I think you'll do well. Sincerely, *Joe West*

INTRODUCING E-TRAVEL FOR PLEASURE PASS TRAVELERS

We are pleased to introduce E-Travel to all those who are eligible for unlimited non-revenue space-available (NRSA) pleasure travel benefits through United. Beginning May 5, 2004, we will say goodbye to those flimsy, carbon copy, write-your-own (WYO) for NRSA pleasure travel passes when flying on United, Ted and United Express.

Listing, check-in and security procedures remain unchanged. However, to receive your boarding pass after check-in, simply walk up to the departure gate podium when your name is called. This process also applies to your travel eligibles. Note that in the future you will not need to order personalized pleasure travel passes from the People Access Line as they are no longer necessary for travel.

It is important to remember that use of your travel benefits implies your acknowledgement and acceptance of United's travel policy. As always, you are responsible for verifying travel eligibility for you and your travel eligibles through WebList prior to listing for travel. If you see any errors in your travel profile, or have questions, immediately contact the United Benefits Service Center for assistance by calling 1-888-825-0188 (1-515-457-9747 collect for international callers), Monday through Friday from 7 a.m. to 7 p.m. Central time. As before, airport and reservations employees cannot change travel eligibility information for you.

While we eventually intend to enable E-Travel for all types of employee travel, only those with unlimited NRSA pleasure travel benefits will be able to use these new E-Travel procedures beginning May 5. Current procedures will remain in effect until further notice for all other types of employee travel.

E-Travel Questions and Answers:

What is E-Travel?

E-Travel will allow United and United Express employees, **retirees** and their associated travel eligibles (spouse/qualified domestic partner, dependents, and parents) to travel without the need to use write-your-own (WYO) travel passes. The first phase will begin on May 5, 2004, and will only include employees/retirees and their travel eligibles who have unlimited NRSA pleasure travel benefits. Later this year E-Travel will expand to include other types of travel.

How does E-Travel work?

All current travel procedures apply, except you no longer need to submit a WYO paper travel pass.

Who can use E-Travel?

E-Travel is available to all employees who have unlimited NRSA pleasure travel benefits, which includes active United and United Express employees, **retirees**, employees on leave with benefits, and surviving dependents. Note that you and your travel eligibles must be in the Apollo travel database in order to be eligible to use your travel benefits.

When can I begin to use E-Travel for NRSA travel?

May 5, 2004

Can I E-Travel both domestically and internationally?

Yes.

Is E-Travel for United, Ted, and United Express?

Yes.

Can I use E-Travel if I have limited NRSA travel benefits?

No, E-Travel is currently not available to employees with limited NRSA travel benefits. Those with limited NRSA travel authority will be able to use E-Travel when phase 2 is complete later this year.

Can I use E-Travel for companion pass travel?

No, paper companion passes must still be used. We expect E-Travel for companions to be available in January 2005.

Can I use E-Travel for interline travel?

No. However, once we have E-Travel firmly established for United and United Express employees, we will look to expand the project.

Should I still use WebList, Apollo, and 1-800-UAL-LIST to list for flights?

Yes, you should always list for travel and continue to use these preferred methods to list yourself and eligibles for flights.

With no paper ticket, will we still be able to check luggage curbside?

As before, wherever curbside check-in is allowed for employees you will be able to check your luggage at the curb as long as you are listed for the flight.

With no write-your-own (WYO) travel pass, how are employees supposed to get through security? At every airport I have been to recently, the TSA folks want to see a ticket to get through security?

If you are at an airport that requires a ticket to get through security, you will need to check in for the flight and receive your departure management card prior to proceeding to the security checkpoint. Your departure management card, along with proper identification, will allow you to pass through security. If you are at an airport that does not offer curbside check-in or EasyCheck-In, you must check in with the CSR to obtain your departure management card.

How do my eligibles and companions list for E-Travel?

Listing procedures will not be any different than they are today. As a reminder, the employee sponsor must always make the initial listing for their companion travelers.

How will I know if I am in the database for E-Travel?

There are several ways to make sure you and your eligibles are in the employee database:

You can view a list of all your eligibles in WebList when you create a listing. Go to www.ualbenefits.com to check your travel benefit eligibility. In the U.S., you can call the Benefit Service Center at 1-888-825-0188. Outside the U.S., employees can call the service center collect at 1-515-457-9747.

What happens if my eligibles are not in the database when we want to travel?

It is the employee's responsibility to update their profiles to resolve any discrepancies before traveling anywhere. Employees can add or delete eligibles online at www.ualbenefits.com or, in the U.S., by calling the Benefit Service Center at 1-888-825-0188. Outside the U.S., employees can call the center collect at 1-515-457-9747.

Does it matter if I check in with a CSR, a Skycap or EasyCheck-In?

No. All travelers can continue to check in as they do today.

Will E-Travel have any effect on boarding priority?

No, E-Travel has no effect on boarding priority.

Do I need to have my travel card with me when I travel NRSA on United, United Express or Ted flights?

No, your travel card is not required for pleasure travel on United, United Express or Ted flights.

How will United avoid incorrect charges due to irregular operations such as cancellations, oversale removals, rebookings, etc.?

Employees are only charged for flights on which they fly and are not charged for flights on which they merely are listed. During irregular operations, all NRSA's roll from one departure management list to the next until they make it onto a flight, for which they are then charged. It is anticipated that E-Travel will reduce billing inaccuracies by about 75%.

IN MEMORIAM

BILL AIRIS

Bill Airis passed away very peacefully last Sunday, April 4th. Service for him will be held this Sunday, the 18th, at Overlake Christian Church in Redmond. Directions available on their web site ...OCC.ORG---*Brent*



ROBERT FRANCIS "BOB" CLOUGH

Robert Francis "Bob" Clough, 83, passed away on Jan. 27, 2004 from congestive heart failure with complications, at Los Robles Regional Medical Center.

He was born on May 2, 1920, in Alto, Wis. He lived in Waupun and graduated from Waupun High School, after which he enrolled at Platteville State Teachers College.

Bob lived his life fulfilling his boyhood dreams of radios and airplanes. As a youth, he made a scrapbook of Lindbergh's historic flight over the Atlantic. He obtained his first amateur radio license at age 13.

Before and during World War II, he attended and then taught radio theory at Gallup's Island Radio School on Boston Harbor. He served as a licensed radio operator on oil tankers during the Atlantic runs (U.S. Maritime Service).

Later, as a member of the Naval Reserve, he was a radio operator in Belem, Brazil, for six months. Back in the States, he was a radio inspector with American Overseas Airlines at LaGuardia Airport and then was assigned as a flight radio operator. This began 38 years with 12 different scheduled and non-scheduled airlines, among them were United Air Lines, Trans World Airlines, Flying Tiger Line, Irish International Airlines (Aer Lingus) and McCulloch International Airlines.

During this period, he became a licensed flight navigator, a position in which he was employed for 20 years.

Among his special experiences were first, being a flight radio operator on airplanes flying the Berlin Airlift in 1948; and second, navigating the UAL flight transporting furniture to Peking (now Beijing) for Richard Nixon's new government office. Bob's hobbies included amateur radio operation (K6RS) and stamp collecting. He was an avid gardener and loved his gladioli and fruit trees. He and his wife resided in Thousand Oaks, CA for 39 years, having moved with their daughters from northern New Jersey.

Robert will be dearly missed by his wife of more than 60 years, Elaine; his daughters, Jeanette Marie Clough and Dr. Betty Elaine (Harrison) Smith of Charleston, Illinois.

A memorial service will be held at 11 a.m. Saturday, May 1, 2004, at Forest Mound Cemetery, Waupun, for inurnment of his ashes.

In lieu of flowers, donations may be made to support an airline navigator exhibit at the EAA Air Museum in Oshkosh, WI, the Salvation Army, or a charitable organization of your choice.

MRS. MARILYN GILSDORF

Marilyn Gilsdorf, wife of Capt. Bob Gilsdorf, passed away March 25. A Rosary service was held at the Hoffner, Fisher and Harvey Funeral Home, and a Mass at the St. Bernadette Church.

WESTON VAIL LEECH

It is with great sorrow that we write this memorial to our father, Weston Vail Leech, Captain LAX, who passed away December 29th in Fallbrook, California. Our father was born in Albuquerque, New Mexico, October 17, 1920, but soon moved to Torrance, California with his mother and father who was the manager of the Bank of Little Italy which later became the Bank of America.

Dad told us lots of stories about growing up in Torrance from the summer days at the beach, to sliding down the nearby Walteria Hill on pieces of cardboard till his bottom was raw, to being a cheerleader with his letter sweater and huge megaphone. Unfortunately, my grandfather passed away suddenly when my father was just 14 years old, so to make ends meet my grandmother opened a floral shop and my father would get up way before dawn to drive the "Woody" station wagon to the flower district in Los Angeles to buy flowers for the shop.

That was the first of many "odd" jobs before he graduated from high school and enrolled in Compton College where he caught the "bug" for flying and started taking lessons at the Compton Airport. Dad was only twenty years old and was rather thin and lanky when he was hired by United Airlines. He said that he lived on banana milkshakes for several weeks, finally gaining enough weight to pass the rigorous flight physical. Dad was sent to Tracy, California and became a proud member of the Tracy Aces. Soon he found himself on a train bound for Cheyenne, Wyoming and spent part of the night watching snow fall for the first time in his life.

It was there in Cheyenne while he was a B-17 test pilot that he met his future bride, Vivian Oslund, who at that time was a passenger service representative for United at the Cheyenne Airport. Mom and Dad were married December 29, 1943, and the marriage was witnessed by two other United employees, John Lovett and Helen Polnicky.

The young couple moved to Burlingame, California, when Dad was domiciled in San Francisco. They spent several years there while Dad was flying DC-3's mostly up and down the state and over to Catalina Island. Later, Dad became domiciled in Los Angeles where he flew various planes from the DC-6, DC-7, Boeing 720, and finally the Boeing 747.

During his 39 year career with United, he made many dear friends at both SFO and LAX. He was proud to be an employee of United and always spoke fondly of his flight crews and the management team. Whenever Dad would come home from a flight he would regale us with stories of all kinds. Dad was a great story teller and he loved his flying days.

Dad's retirement flight to Honolulu in October of 1980 was also the last flight of his long-time friend, Pete Billon. This was a truly wonderful event with many members of the Billon family and Leech family celebrating on the plane together. Dad's final landing was smooth as glass and the plane erupted in cheers for the two men whose careers had been so successful. This was an emotional time for all of us and Dad admitted that it was tricky landing the plane that day with tears in his eyes!

After retirement, he and mom, who by this time had purchased acreage and built a house in Fallbrook, California, experienced the joys and woes of being avocado farmers. We'll never forget the sight of Dad driving his tractor across the grove with dust flying so thick you could hardly see him--he was probably wishing he was flying the 747! In 1991, our mother passed away and Dad missed her dearly. Sadly, about four years later Dad started to have neurological problems which slowly progressed to his being confined to a wheelchair and becoming extremely physically challenged. As a complication from several mini strokes, Dad caught pneumonia, and passed away with both of us by his side on December 29th.

We know that Dad will be fondly remembered by family and friends near and far. He will be remembered for his quick sense of humor, his generosity, his vitality, and his joy of life and flying. On his birthday in October, the family will scatter his ashes in the waters off the coast of his favorite vacation spot, Maui. At his request, we will be listening to his favorite song, "Somewhere Over the Rainbow". We think he would be pleased.

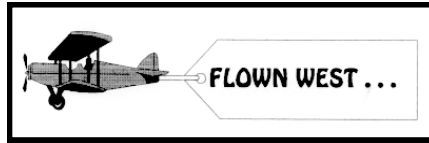
Sincerely, Weston's two daughters, *Barbara Heneveld* and *Lindy Schmitt*

STUART O. SHERMAN

Stuart was born in Kingston, IL April 1, 1933 and passed away on February 19, 2004 in Spokane, WA of Hodgkin' Lymphoma. Survivors include his wife, Barbara Bowman Sherman his children: Sandra, Stuart O. Jr., Don, and a brother Paul Sherman. Stuart graduated from Genoa-Kingston High School in Illinois and attended the University Illinois, Champaign. He left the university to enter the Navy's flight training program at Pensacola. Upon completion of military duty Stuart joined United Air Lines, based in Chicago. He flew for United Airlines for 32 years and retired as a DC-10 Captain. A Memorial "Open House" Gathering was held at the Clare Hours Activity Center.

MRS. ROSE NANCY STAIB

Rose Staib, wife of Capt. Jim Staib, passed away March 4 of lung cancer. She is survived by her husband, Jim, daughter Deberah Schultz, and sons, James and Paul.



WESTON VAIL LEECH	12/29/2003
ROBERT FRANCIS “BOB” CLOUGH	1/27/2004
STUART O. SHERMAN	2/19/2004
BILL AIRIS	4/4/2004
GERALD E. BARNES	4/6/04
JAMES R. ROLLINS	4/20/04

** Indicates Non-Member*



HIGH FLIGHT

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

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

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 1st Thu. SFO North Bay—*Petaluma Sheraton*
2nd Mon. SW FL—*Olive Garden, Ft. Myers - 239-417-8462*
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos - 760-723-9008*
2nd Thu. Oct—Apr. 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: May 19, 2004

Mailing: June 2, 2003



PERIODICALS

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