



RUPANEWS

Journal of the Retired United Pilots Association

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PRESIDENT'S MESSAGE

Fellow RUPArians, I am writing this message on the 19th of May. Do you remember what you were doing on this day nineteen years ago? We were all going through one of the more traumatic periods in our life, the Strike of 1985. SFO-based Pat Palazzolo provided a portrait of the struggles and the challenges United pilots encountered during the spring of 1985 in a well-written article titled "From Wooden Wings." It was written in 1989 and will bring back a lot of memories. We have posted a link to "From Wooden Wings" on our website for your review.

I attended the Denver (Good Ole Boys) luncheon this month. It was very well attended and I wish to thank Rose and Ted Wilkinson for their hospitality and hard work in making the Luncheon, which was Coed, such a success. It was nice to see so many ladies present.

We also have posted on our website, a copy of the Registration Form for the Wall of Honor in case you lost your copy. If you are unable to download the form, let me know and I will send you a copy. Remember, only RUPA members can be listed on the RUPA panel. If you wish to have additional family members or friends recognized on the Wall of Honor, contact me and I will send you a non-RUPA application; or you can make a photocopy of the application and black out the RUPA 02 source code and mail it with your contribution to National Air and Space Museum, Smithsonian Institution, PO Box 98171, Washington DC 20077-7130.

Our thanks go out to all in Congress, who voted for the Pension Relief act of 2004, and especially our Senators and Representatives who sponsored HR 3108. This legislation surely will lessen the burden United will have to carry upon its emergence from Chapter 11.

A reminder from Cleve. If you have a computer, please E-mail your letter to him or Ted rather than hand write it as it will save him time. If you don't have a computer, handwritten is fine.

Each month a few more people sign up for the cruise. Cabin space is still available and we would be happy to have you join us for the cruise to Alaska. That's it for now.

Fraternally, *Rich*

WIDOWS COORDINATOR, JACKIE PANCOAST ABEL

Hello ladies, You all should have received the letters from the National Air and Space Museum and Rich Bouska, RUPA President. I do hope you will give thought to placing your husband's name on the RUPA Wall of Honor. For a minimum donation of \$100.00 (tax deductible) you can honor your husband in this special way.

I understand that some of you received a letter from the National Air and Space Museum that was mailed to the general public. I am advised by Rich Bouska that if you sent your money for the Wall of Honor, by this letter, just let us know and the name will be transferred to the RUPA Wall of Honor. Til the next time, *Jackie*
714-846-2119 jacquelineabel@aol.com

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 RUPA LUNCH

Third Tuesday 1200 12/18/04. Great group gathered on the deck under the blue umbrellas. Weather was perfect for outside seating. Guys were all in a very upbeat mood. Couple of women passing by even made a comment "what a good looking group of Guys"...

Present were: Park Ames, Carlos Bernhard, Walt Bohl, Bruce Dunkle, Bob Fuhrmann, John Grant, Pete Hansen, Ed Judd, Jim Keeshen, Ed Krieger, Jerry Meyer, Bill Rollins, Bill Stewart, Tony Testa, Joe Udovch, John Grady, Jack Healy, Wes Ronning and yours truly, Ted Simmons. Special welcome to Wes! Hope you can come visit again.

We opened our meeting with a moment of silence for our member, Jim Rollings, who departed 'West' last April 20th. Several of the group present were able to attend the "Celebration of Life" that was held for "Jim" on April the 24th. His passing was untimely, but his priorities, commitments and love of life was full.

I recently was able to be at the new Air and Space Museum at Dulles airport. The Udvar-Hazy addition makes the National Air and Space Museum the world's largest and most comprehensive aviation complex. While there we saw where the RUPA portion of the "Wall of Honor" would be. Wife and I thought the whole experience at the new museum was wonderful. Had a RUPA docent that did a great job. A full day was not enough at this new facility...wife's time in the gift shop was cut short!

This Museum and the "Wall of Honor" we found worth a donation. When donating, make sure your registration form has 'RUPA02'. This puts all RUPA members together on one section.

The new aircraft carrier museum, USS Midway, opens June 6 in San Diego. Group of us will try to get there next month. Hitting on USS Midway on the computer brings up a wealth of info.

Walt Bohl, Active member of the American Aviation Historical Society, brought all a back issue of *AAHS JOURNAL* as well as an *AAHS Newsletter*. The later had a great article on the Fortieth Anniversary of the Reno Air Races last September. Dago Red broke the 500 mph barrier.

Next Lunch June 15th. Regards, *Ted*

LOS ANGELES VALLEY LUNCHEON AT BILLINGSLEY'S

May 20, 2004. Don McDermott, our valley representative, had us move into our private dining room early due to the long program that was planned. Rex May told of the early flight west of Jim Rollins. Rex passed a pictorial memorial card around starting with Jim's birth in 1931 and ending with his death while riding his bicycle. Rex went on to tell of RUPA inviting the area representatives to the Washington D.C. area for a tour of the new National Air and Space Museum, which is located just south of Dulles International Airport, and to view the Wall of Honor at the Udvar-Hazy Center. Since Don McDermott was unable to make the trip, Don asked Doug Rankin if he would represent the valley. Doug then went on to tell about the museum and the 43 minute video he and his wife Marcene had made of the museum. It was decided while our individual lunches were being prepared we would show the first half of the video.

As our lunches were being served our senior member Lee Cameron read a short poem about all the different pills seniors citizens must take. Every one had a good laugh.

After everyone finished eating, the last half of the video was shown. Before closing the luncheon Don told of visiting the Air Force Museum at Wright Patterson and going through the various "Air Force One's" starting with F.D.R.'s DC4 "Sacred Cow", Truman's DC6 "Independence", Eisenhower's Connie "Columbine", and the B-707 that took J.F.K. to Dallas on his last flight and the modification that was needed to the aircraft to carry the casket on the return flight to Washington D. C. Also on the flight was the new President of the United States Lyndon Johnson.

The following 21 were in attendance today. Tom McQueen, Jack Moore, Lee & Edna Cameron, Jack & Shirley Hanson, Ken Williams, Dave & Virginia Tank, Walt Albright, Larry Lutz, Doug Bielanski, Butch Trembly, Denny Fendelander, Herb Goodrich, Jim Turner, Bob Mosher, Doug & Marcene Rankin, Rex May and Don McDermott.

It was decided after seeing the video it will be shown again June 17th at the *Hacienda Hotel Luncheon*. Till then, *Doug Rankin*

SAN DIEGO LUNCHEON

We are now meeting at the *San Marcus CC* until further notice. Our group is made up of mostly WWII type, so you know where the conversation goes. Roy Holmes, Bill Pauling, Bob Harrell, Hugh Wilson, Snuffy Smith and myself made up the group. *Bob Bowman*

SFO NORTH BAY LUNCHEON

The North Bay RUPA group met again on May 6th (first Thursday of the month) at the *Petaluma Sheraton*, 745 Baywood Drive, just east of the intersection of 101 and 116. Had a congenial group of twenty-one in attendance for the second of what, we hope, will continue to be monthly informal get-togethers. Old times and some famous, or perhaps infamous, stories were told. Some thought is being given to a name for the group, but no decision was forthcoming at this meeting. Also, the day of the meeting was bandied about, after suggestions to form a committee, then a panel to oversee the committee (!!!) were tabled for the present, and the day will remain the first Thursday of the Month. (Next one is June 3rd) The time has been moved up to 12:30 pm to assist some of the late-comers.

Attendees were: Sam/Mickie Orchard, Bill Smith, Jim Mansfield, Barney Hagen, Sam Anderson, Floyd Stephenson, Ken Corbin, John Baczynski, Bud Lingo, Gary Koverman, Larry Whyman, King Kessler, Bill McGuire, Bill Greene, Jerry Nemier, John Reed and Lady Friend, Gardner/Sheila Bride, and this reporter. The absence of "founding father" Leon Scarborough, for the second time, was noted and discussed!

We'd like to extend an invitation to anyone interested to join us, anytime you're in the area on a First Thursday around noonish. Wives/friends/etc. are all welcome!

Best be to ye!! *Bob "Father" Donegan*

OK – I WAS WRONG!!

Some of our readers seem to take delight in finding errors in *RUPANEWS*, or on the RUPA website. Minor detail errors produce voluminous tables, charts, and communications. We try to be perfect, but sometimes the wrinkles show. At our ages, errors are permitted. In most cases, unless the mistake will have an impact on the welfare of even one person in our group, we tend to ignore those who take us to task for these unimportant slips. We most likely will not publish corrections, as the cost of doubling the size of *RUPANEWS* to cover these errors would be prohibitive. Thanx for reading *RUPANEWS*!! *BruceM*

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

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

A LOOK AT AMERICA'S HANGAR AT THE UDVAR-HAZY CENTER

On April 20th a group of RUPArians from throughout the U.S. met at *Dulles Airport* for a guided tour of the new "annex" of the *Smithsonian Air and Space Museum*. This impressive new facility is located on 176.5 acres in the SE quadrant of Dulles A/P. An observation tower provides a panoramic view of the area and a good view of Runway 1R. When complete, the Udvar-Hazy complex will comprise an area of 760,000 sq. ft. under roof. This will allow the Air & Space Museum to have approximately 300 of their aircraft and space inventory on permanent display. Restoration work will take place at the facility at some time in the future when the facility is complete. The Center also has an IMAX Theatre which has daily showings of large format films on a giant screen.

We were divided up into small tour groups escorted by retired United Docents who reside in the area. At the time of our visit, the museum had on display impressive examples of aviation history. Famous names such as the Piper J-3 Cub which was the first aircraft to roost at the U-H Center to the B-29 Enola Gay that dropped "Little Boy" on Hiroshima, Japan on Aug. 6, 1945. Other marquee aircraft include The Lockheed P-38 Lightning, The SR-71 Blackbird, The French Concorde, The B-707-80, The F-86 Sabre, The Enterprise OV-101 Space Shuttle, The Pitts Special S-1C (Little Stinker), The Boeing 307 Stratoliner (Pan Am Clipper Flying Cloud), The Nieuport 28 C.1 and the P-40, made famous by the Flying Tigers just to name a few. A varied and fascinating display of space hardware and artifacts covering the entire period of flight and all restored to pristine condition.

This museum is a monument to the age of flight and exploration of space. It is all encompassing and includes significant aircraft from throughout the world. It is a long overdue facility which meshes perfectly with the original Air and Space Museum on the grounds of the Smithsonian and like the original is funded privately. Shuttle buses are available between the two facilities.

We can all contribute to this fabulous "History Book of Flight" with a minimum contribution of \$100. This contribution will be recognized by the engraving of your name on a stainless steel airfoil shaped memorial located on a "Wall of Honor" at the entrance to Udvar-Hazy. This memorial foil will be of your fellow Retired United Pilots and we are hopeful that we can complete an entire panel which consists of 1024 names. Join your fellow pilots, if you have not already done so, and be included in this tribute to "America's Hangar" which is undoubtedly the finest Air and Space Museum in the world.

You should have received information about putting your name on The Wall of Honor by now, but if you didn't you can go to the RUPA website, www.rupa.org and download the form by clicking on NOTICES and then click on [National Aviation and Space Exploration Wall of Honor](#).

Sincerely, Capt. *Howard W. Jandt*

RUPAWEB or www.rupa.org

The website celebrated its 6th birthday on February 1, 2004. The first year we were "overjoyed" that our website had been visited over 300 times. Of course, as webmaster, I had to ensure that all our links were working every time I updated the site. So a realistic number of "hits" for the first year was probably under 100!!

We had 3893 visits to the Home page alone in February this year. As many users go directly to their "favorite" or "bookmarked" pages the true total is probably higher. We seem to be providing service as we first intended. As feedback is almost nil, even with single "click" to email messaging, we must be doing it right.

Our intention is to keep evolving, hopefully finding better ways to keep you informed. No, there will not be "letters to the editor", forums, or other means of interactive communication between members. As always, we will respect your privacy – no email addresses or other personal info on the web. *RUPANEWS* remains your forum for open communication.

We always welcome constructive suggestions, and, of course, non-commercial links to other interesting websites. *BruceM*, webmaster

PAYING PASS TRAVEL SERVICE CHARGES WITH A CREDIT CARD

To all retirees: On March 5, 2004, United introduced the ability to pay pass charges for retirees and furloughed by direct debit from checking or saving through SkyNet. 55,000 letters were sent to each retiree, furloughed and LOA person with complete details.

United is pleased that retirees and furloughed/LOA employees can now have the ability to pay by credit card rather than just direct debit. Credit card payment was in the original plan but it was delayed waiting for approvals from the bankruptcy lawyers.

To use credit card, go to SkyNet, click on Travel and then on Travel Invoice. If there are no invoices outstanding, it will return with a message to that effect. If you do have invoices, it returns with a list of the invoices. You can then click on the invoice number for complete details of the charges. If you want to pay over the Internet, you need to register your credit card or saving or checking information. There are complete steps on the site for registering. **You do need to register each time due to our need for security.** We reviewed the possibility of pre-registration but United security felt that gave too much information and access to our systems to an outside vendor.

The only problem the company is encountering is that people forget their passwords and try more than three times. This results in being locked out of the system. If this happens, the person can send a message to Employee-Pass-Locked@united.com. A response is sent within 5 business days with a new password.

Also, a few people have older computers or MACs which do not have the security needed to allow them to register. You must have JAVA version 1.31. We suggest going to a library or an Internet café to use those computers as they generally have full security.

Anyone who is invoiced by WHQAK but lives internationally will be able to pay by credit card (MasterCard, Visa, American Express or Discover) but cannot pay by direct debit from saving or checking. This is due to international bank routing numbers. There is a special method for registering anyone who does live internationally and we are asking that they contact us directly by e-mail (employee-pass@united.com) or phone (847-700-1598 M-F 9a.m. to noon) as we would prefer not to publish this access.

Cut over is planned by mid-May. If we are able to cut over sooner, RUPA will be notified.

Sincerely, Pat Palazzolo, ALPA Pass Travel Rep

THE HISTORY OF MAN:
from bondage to spiritual faith
from spiritual faith to great courage
from courage to liberty
from liberty to abundance
from abundance to selfishness
from selfishness to complacency
from complacency to apathy
from apathy to dependency
from dependency back to bondage
-- Alexander Tyler

THE RETIRED PILOTS SECTION 1114 COMMITTEE

Any information in these dated "reports" must be considered both unofficial and uncorroborated, as they were not sent to RUPA by the Committee. They have been plagiarized and sanitized for *RUPANEWS* by the RUPA webmaster, Bruce McLeod.

April 9, 2004

On April 8, 2004, the Senate passed legislation authorizing changes to the interest rate used to calculate pension funding liabilities and relief from Deficit Reduction Contributions for corporations. The House passed the same legislation last week and the bill now goes to the President for his signature. The administration has said it will sign the bill.

Both of these items will be helpful to United Airlines in obtaining the loan guarantees from the Airline Transportation Stabilization Board. It has been widely recognized that exiting from bankruptcy under United's current reorganization plan is dependent upon the approval of the loan guarantees by the ATSB.

May 12, 2004

The Retired Pilots Section 1114 Committee continues to meet in Chicago on a regular basis. Each of the groups representing retirees in the Section 1114 proceedings have requested information from United to allow their representatives to evaluate United's proposed changes to retirees' medical benefits and to enable the representatives to be knowledgeable about the company's financial situation and its future business plans.

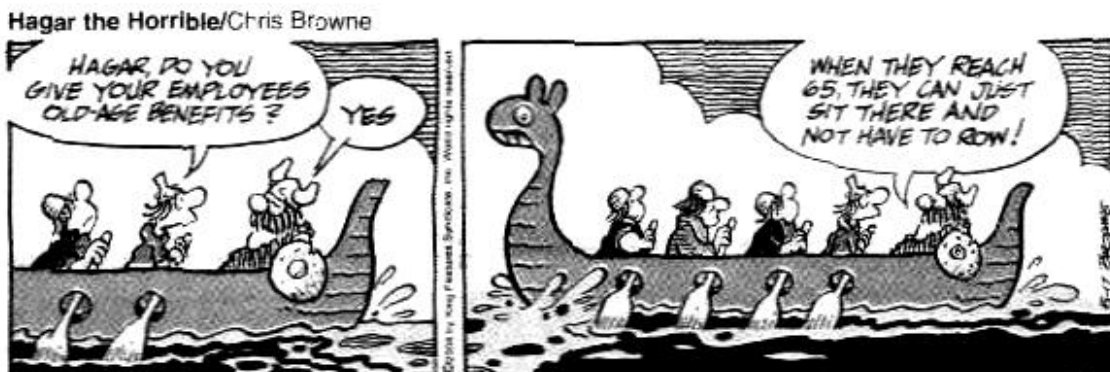
United has responded to these requests by providing some of the requested information. However, in some cases it has provided incomplete information or has refused to provide the requested information. Information that is supplied in response to a request from one representative group is given to all the retiree representatives. The various representative groups continue to request that United provide all of the requested information.

Should United continue to refuse to provide the information, the retiree groups will appear before Judge Wedoff and ask him to order United to supply the information so the retiree representatives can have a complete understanding of the impact of United's proposed changes to the retirees' medical plans and the company's present and projected financial situation.

The experts retained by the retiree representatives have been analyzing the data that United has provided and we meet with our experts regularly to be briefed on their analysis of the data. These meetings will continue throughout the Section 1114 proceedings.

We have had no additional meetings with United as of this date. Further meetings will be held once the Committee has received the information requested and our actuarial and financial experts have had sufficient time to examine the information and brief the Committee on the results of their findings.

With the passage of the pension legislation, which provided for a revised interest rate for pension funding calculations and relief from the required Deficit Reduction Contributions, United has withdrawn its previous requests to the IRS for pension funding waivers



COALITION OF SECTION 1114 COMMITTEES TO GLENN TILTON

A copy of the letter that was sent by the Coalition of Section 1114 Committees to Glenn Tilton after several days of negotiations where the Company's position changed only cosmetically, not substantively.

May 19, 2004

Glenn Tilton, Chairman & CEO
United Airlines, Inc.
P.O. Box 66100
Chicago, Illinois 60666

Re: Section 1114

Dear Glenn:

The undersigned represent salaried and management and nearly all unionized pre-July 1, 2003 retirees. This historic coalition has joined together to forge a common and productive response to the Company's request that retirees agree voluntarily to reduce their medical benefits.

On Friday, May 21, United intends to file a motion requesting that the Bankruptcy Court force the retirees to accept the Company's proposed reductions in retiree medical benefits. Before the Company files its motion, Section 1114 of the Bankruptcy Code requires the Company to serve its proposed modifications on the authorized representatives, provide information necessary to evaluate the proposal, and confer in good faith with the representatives about its proposal. We believe the Company has not met these requirements.

In March, the Company served its proposal, which sought cuts in benefits and increases in contributions which are excessive for a number of reasons, including:

- * The modifications effectively result in cuts in Company-sponsored income for the vast majority of retirees which are far deeper than those demanded of active employees under the Company's restructuring.
- * Unlike any other stakeholder in United, the Company is demanding that retirees make a sacrifice that is unlimited in time or amount.
- * The proposed cuts would survive and escalate far beyond the duration of the business plan that underlies United's reorganization.
- * The retirees have no opportunity to share in the ultimate success of United through renegotiation of their terms, or participation in the existing gain-sharing and profit-sharing programs.
- * These demands are made of people on fixed pensions, who are least able to bear the permanent, escalating burden that would be imposed.
- * These retiree medical benefits are deferred compensation that was promised to the retirees in return for a lifetime of productive service to the Company.
- * Thousands of employees retired in the first half of 2003 in the expectation that by doing so they would protect their retiree benefits.

As much as we believe that the Company's proposal is unreasonable and inconsistent with Section 1114 standards, we, and the retirees we represent, share everyone's desire that the Company succeed. The retirees are willing to make a fair and equitable contribution to a successful reorganization. In that spirit, we made good faith counterproposals which addressed the Company's concerns:

- * Recognizing the framework of the Company's business plan, which projects financial results through 2010, we offer substantial economic concessions which total nearly \$300 million over that period.
- * In each year of the Company's business plan, the economics of our proposal match what the Company has told us is the most critical financial criterion for obtaining exit financing.
- * The problem is not permanent, as the Company's cost for pre-July 1, 2003 retiree health insurance will shrink as that population shrinks. Nonetheless, much of the value of our proposal is through changes which last indefinitely beyond the term of the business plan.
- * Sacrifices offered by retirees under our proposal take into account their ability to pay.

We had hoped that, in response to our sincere and constructive counterproposals, the Company would confer in a good faith effort to reach a consensual agreement. Instead, in response to each of our proposals, the Company's negotiators repeatedly made fundamentally the same proposal that had been made in March. Intransigence is not good faith negotiations.

With the Company's self-imposed deadline for filing the Section 1114 motion fast approaching, only a fundamental change in the Company's approach to these discussions will prevent destructive litigation that will serve no one's interest. We are sure that you recognize that the character of this Company will be defined for many years to come by its conduct during this bankruptcy process, and in particular how it chooses to treat its most vulnerable constituency. To that end, we urge you, as the leader of the corporation, to seize this opportunity to reach consensus with 35,000 retirees and thereby to demonstrate that the Company's transformation is not simply financial, but extends to the culture of this organization and the morale of its employees.

Considering these circumstances, we look forward to your immediate response.

Very truly yours,

Charles F. McErlean, Jr.
Chairman, SAM Section
1114 Committee

Gregory Davidowitch
President, UAL-MEC,
AFA-CWA

Mikel Alpers
President, PAFCA-UAL

Roger D. Hall
Chairman, Pilots Section
1114 Committee

S.R. Canale
President & Directing General Chairman,
IAM District Lodge 141

David Durkin
President, TWU Local 540

COME JOIN THESE RUPARIANS ON THE CRUISE

The RUPA Cruise is only three (3) 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
Charles & Margaret Barnard	Marv & Jean Becker	Merv & Eleanor Billings
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
Reuben & Susan Harris	Ken & Carol Hobbs	Don & Sharon Jackley
Ron & Marie Jersey	George & Veronica Johnson	Karl & Janet Kastle
Pat & Charlene Kenny	Alan Leewood & Guest	Bernard Leewood
David & Pauletta Leewood	Peter & Nancy Lynch	Dave & Mary Lou Mackie
Ed & Pat Manning	Richard & Margaret Manning	Harris & Deloris Manny
Norman Marchment & Guest	Norman & Barbara Marshall	Rex & Linda May
Lew & Marlene Mellville	Monty Mendenhall & Guest	Dick & Aud Mitchell
Kent & Chris O'Brien	Dick & Joanne Orr	Debora Parker
Bob & Karen Phillips	Jerry & Sharon Poulin	Bob & John Proulx
Ned & Rae Rankin	Susie Robertson & Guest	Ralph & Sharon Ridge
Dick & Mary Lou Sander	Joe & 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
Don & Purdence Wilkins		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**

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

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 _____

ABOUT THE COVER: Boeing 757

The cover picture was taken by Nic Summers, a Flight Dispatcher for United at ORD. Nic has a website, www.jetphotos.com, with hundreds of pictures on it and says he has thousands more on his hard drive. The website is set up for large screen monitors and may take a little time to download. Click on the ENTER button or the top center picture to enter the gallery. If you would like a copy of any of his pictures you can contact him by calling 847-571-0542 or sending an email to nsvr6@comcast.net.

After a slow sales start, the medium range single aisle 757 has become yet another sales success story for Boeing.

Boeing considered a number of proposals for a successor to the 727 trijet during the 1970s, with many of these designs featuring the nose and Ttail of the earlier jet. It was not until later in that decade however that Boeing settled on a more conventional design featuring the same cross section as the 727 (not to mention the 737, 707 and 720) but with the fuselage considerably longer in length, an all new wing, nose and flight-deck and fuel efficient high bypass turbofan engines.

Boeing launched development of the 757 in March 1979 following orders from British Airways and Eastern. Developed in tandem with the larger widebody 767 the two types share a number of systems and technologies, including a common early generation EFIS flight-deck.

First flight was on February 19 1982 and the 757 entered service in January the following year. Subsequent versions to appear are the 757-200PF Package Freighter, a pure freighter, and the 757-200M Combi (only one has been built). The standard passenger aircraft is designated the 757-200, of which 926 had been ordered by late 1998, there was no 100, and the stretched 757-300 of which 63 had been ordered by May 2002.

Initial sales of the 757 were fairly slow, however orders picked up significantly in the mid to late 1980s as traffic on routes previously served by smaller 727s and 737s grew to require the 757's extra capacity. Today 757 sales comfortably exceed those of the 767, a position that was reversed until the late 1980s.

Performance:

Max cruising speed (493kt), economical cruising speed (460kt). Range with P&W engines and 186 passengers (2728nm), with RR engines (2569nm). Range at optional max takeoff weight with P&W engines (3929nm), with RR engines (3719nm).

Weights:

Operating empty with P&W engines (127,520lb), with RB211s (127,810lb). Basic max takeoff (220,000lb), medium range MTOW (240,000lb), extended range MTOW (255,000lb) or (255,550lb).

Dimensions:

Wing span (124ft 10in), length (155ft 3in), height (44ft 6in).

Capacity:

Flightcrew of two. 757-200 - Typical passenger arrangements vary from 178 two class (16 first & 162 economy), or 202 (12 first & 190 economy) or 208 (12 first and 196 economy) or 214 to 239 in all economy class.

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

BANKRUPTCY NEWS

Dear Fellow RUPArians:

As a member of the Retired Pilots Section 1114 Committee and as a Board member of the United Retired Pilots Benefit Protection Association (URPBPA), I will continue to keep you informed of bankruptcy news. I am writing this on May 21 to allow for *RUPANEWS* printing and mailing requirements, so events will have moved along by the time you read this.

As you know, the 1114 Committee was appointed by the Bankruptcy Court Judge to represent the retired pilots in negotiations with United over their proposed changes to the retirees' medical plan. The Company has proposed to reduce retiree medical benefits and increase cost sharing. Some of the major changes in United's proposal are:

Pre-Medicare and Post-Medicare Drugs:

Mail-order becomes mandatory after third fill of prescription at retail.

Mail-order cost increases from present \$10.00 generic/\$20.00 name brand for a 90 day supply, to \$16.00/\$48.00 in 2004, increasing with UAL's cost increases at 7% maximum per year, **with no upper limit**.

Pre-Medicare Plan:

1. Increased cost-sharing depending on years of service: Those retirees with 30 years of service who now pay 20% of cost will pay almost 40%, while those with under 15 years of service who pay 60% of cost will pay almost 80%.
2. Out-of-PPO-Network reimbursements at 60% of Reasonable & Customary charges, up from current 80% reimbursement

Post-Medicare Plan:

Increased cost-sharing: Current retirees pay from \$43.20 to \$135.02 per person per month, depending on which plan was available or selected at retirement. This amount was to increase 20% annually until it reached 50% of United's cost. Under United's proposal, United will pay \$90.00 per month per person, plus some small percentage to be negotiated, with all annual cost increases to be borne by participants **without limit**.

The 1114 Committee met with UAL several times during the week of May 17, with very little progress. On May 21 United filed a motion to have the Bankruptcy Court impose the proposed changes on the retirees.

At a trial that will begin on June 11 at the U.S. Courthouse in Chicago, United must prove to the satisfaction of Bankruptcy Judge Eugene Wedoff that (1) the Company negotiated in good faith with Retiree Committees, that (2) their proposed changes are fair and reasonable and that (3) the changes are necessary to allow United to emerge from bankruptcy. The Committees' attorneys, actuaries and other financial experts will weigh in to show that United did not meet these standards.

Further negotiations between the Committees and United may occur between now and the end of trial which could result in a negotiated agreement.

Retired pilots should make an effort to attend these Court proceedings, to take place in Chicago from June 11 through June 17, with a ruling by June 18. Location details will be provided.

Fraternally,

Jerry Terstiege.

UAL REACHES BENEFITS DEAL WITH MECHANICS

May 21 12:32:00, 2004-----

(Reuters) - United Airlines said Friday it has reached an agreement with the union that represents its mechanics on proposed changes to retiree benefits as it seeks to exit bankruptcy protection.

Negotiations on the benefits issues are ongoing with other unionized groups, bankruptcy attorney James Sprayregen said at a U.S. Bankruptcy Court hearing in Chicago. Mechanics are now represented by the Aircraft Mechanics Fraternal Association.

Sprayregen also said United, the world's second-largest airline and a unit of UAL Corp., did not have an indication of when the Air Transportation Stabilization Board would rule on its request for backing of \$1.6 billion of a \$2 billion loan.

United needs the money to exit bankruptcy, which it still plans to do by sometime this summer.

For news headlines throughout the business day, go to: <http://www.chicagobusiness.com>

SOCIAL SECURITY Q & A

(Q) I have received contradictory advice. I am 65 and still working, but understand from my Social Security office that the Government Pension Offset applies to my widow benefit, even though I have not retired from my government job. My coworker receives her spousal benefit and tells me she won't lose it until she retires. Who is right?

(A) Your friend is right. Apply immediately for your widow benefit and ask that the application date be made retroactive to the date you first inquired. The Government Pension Offset cannot begin until a government retiree is eligible to receive a pension from public employment not covered by Social Security. When you retire, your widow benefit will be reduced by two thirds of your government annuity. If two thirds of your annuity exceeds your widow benefit, your Social Security will cease; if two thirds is less than your widow benefit, you will receive the difference.

(Q) My wife, who will be 62 next month, just applied for Social Security benefits. I have a question about the amount she will receive. My monthly amount is \$1,251.50 before deduction of the Medicare premium. One half of my benefit would be \$625.75. Due to the increasing age for receipt of full retirement benefits, I figured she should receive \$497. They say it will be \$473. Why am I incorrect?

(A) If your wife were applying for Social Security retirement benefits on her own earnings record, her early reduction this year would be 20.83 percent of the benefit payable at age 65. However, a spouse benefit reduction has always been greater than a worker's reduction. A spouse benefit begun at age 62, in 2000, is reduced 25.83 percent (up from the 25 percent applicable to spouses retiring at age 62 before 2000). The rationale given for the greater spouse reduction is that a spouse benefit is a joint and survivor benefit. Upon your death, your wife's check will rise to the full benefit payable to you. There would be a further reduction only if she is less than full retirement age when her widow benefit begins.

(Q) I worked for 40 years and receive my own Social Security. I never changed my name to my husband's last name. Can I still claim his higher Social Security benefit if he predeceases me?

(A) The fact that you kept your own name does not affect your right to a widow benefit. In the event of your husband's death, file a widow benefit application. Your marriage certificate will verify your eligibility.

(Q) My wife and I both are disabled and live on our Social Security checks. Will my wife receive my check, or vice versa, in the event one of us dies?

(A) A widow or widower receives whichever Social Security retirement or survivor benefit is greater his or her own benefit or a benefit based on the deceased spouse's Social Security earnings record.

Secure Retirement November/December 2000

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. Lindstom

Joshua S. Rabinowitz

Robert F. Ruth

Joseph J. Swenson

Richard L. Bare

Colin C. Bradley

Woody B. Eppelsheimer

Richard N. Goodwin

William G. Houston

Ernest W. Lloyd

David L. Reagan

Kenneth P. Sasine

James R. Thompson

Peter L. Baurer

Bernard W. Dahlen

Herbert G. Giefer

Stephen C. Hagberg

Gary L. Kopp

Robert J. O’Brien

Bartlett H. Rolph

Darrel W. Sauder



GET ALL THE VEGETABLES YOU NEED IN A JUICY STEAK AND A GLASS OF MILK

By William Campbell Douglass II, M.D.

Cows aren't very smart, but, when given a chance, they eat better than most Americans. Now, I'm not trying to turn you into a grass-eating vegetarian, but I do have an important point to make.

Apparently, green grass contains 23 times as much vitamin A as carrots, 22 times as much vitamin B2 as lettuce, and 14 times more vitamin C than citrus fruits. One article I read stated that "about five pounds of dried, tender grass would supply enough vitamins to last a man an entire year." That means America's golf courses grow enough of the stuff to supply a large proportion of our nutrient needs.

Maybe you would like grass, and maybe you wouldn't. But you don't actually have to eat grass; all you have to do is follow the trail that Father Nature has provided for you.

Milk and beef from cows fed green grass have been converted from the near-perfect vegetable to a palatable form for man and other beasts as well. In fact, green-grass milk is the second-best perfect food (raw eggs are first).

Now, the bad news: Most commercial milk and beef don't contain any of the benefits of green grass because, these days, cows used for dairy and beef production rarely see, let alone taste, green grass.

Living longer in spite of ourselves

At the beginning of the last century, life was simple and so was the food that people ate. You bought lard wrapped in wax paper ("Lard? What's lard?") and drank milk that came with a cream layer ("Cream layer? What is that?"). Soybeans were essentially unknown, and a "soy burger" would have sounded like a bad joke. Coca Cola had not replaced milk as the national drink, and a nice steak or pot roast was considered good for you.

But today about 20 percent of the average American diet comes from soybeans and soybean oil. This is the most momentous change in the dietary history of man (and woman). Yearly per capita consumption of soybean oil is now around 25 pounds per person. A hundred years ago, it was only a small fraction of a single pound per year. This increase represents a 1,000-fold jump in omega-6 fatty acid consumption. This means you're getting massive amounts of omega-6 oils rather than the omega-3 oils from traditional foods. Unfortunately, it should be the other way around. And in many cases, cows are being fed the same diet as us—so even if you are still drinking milk and eating beef, you're being doubly assaulted with the soy/omega-6 blitz.

In fact, grain-fed beef can have more than 20 times as much omega-6 fatty acid content as omega-3.

The conclusion one can draw, although speculative, is that the corruption of our cows has led to a corruption of our health, thanks to the omega-3 fatty acid deficiency it's created.

That's why the kibble the junk-food industry is feeding you is ruining your health. Yes, we are living longer in spite of our bad diet. But all it seems to mean is that we're around longer to collect more degenerative diseases. Diabetes, cancer, and senile brain deterioration are all increasing, not decreasing.

Actions to take:

- (1) Take four cod liver oil capsules daily for your omega-3.
- (2) If you live within 30 minutes of a rural area, you should be able to find a farmer with a cow or two. If he feeds them on grass and will sell you some of the milk on a regular basis, you will have made a very lucky strike.
- (3) And here is something any American who cares about the health of the nation should support: It's the Natural Dairy Products Corp (NDPC). This is the organization fighting for natural-grass milk. To learn

more about the NDPC, call (610)268-6962 or visit their website, called Natural by Nature, at www.natural-by-nature.com.

(4) As for beef, there are a few companies in the US that raise organic, grass-fed beef and will ship their products across the country. Here are a few to start with:

Grassland Beef

RR1, Box 20
Monticello, MO 63457
Ph.(877)383-0051,
Fax (573)767-8337
www.grasslandbeef.com

American Grass-Fed Beef

HC4, Box 253
Doniphan, MO 63935
Ph.(866)255-5002
Fax (573)996-3719
www.americangrassfedbeef.com

Diamond Organics

Highway 1
Moss Landing CA 95039
Ph.(888)674-2642
Fax (888)888-6777
www.diamondorganics.com

Reference:

"Fatty acid consumption, including conjugated linoleic acid, of intramuscular fat from steers offered grazed grass, grass silage, or concentrate-based diets," *Journal of Animal Science* 2000; 78(11):2,849-2,855

April 2004 *REAL HEALTH BREAKTHROUGHS*

RUPA PICNIC

August 19, 2004
12 noon to 3 p.m.

Palo Alto Elks Club (Picnic Area)
4249 El Camino Real
Palo Alto, CA

Menu: Ribs, Chicken, Sausage, Salad, etc.
Beer, wine and soft drinks.

Cost: \$25.00 per person, payable to RUPA Picnic and mailed to:
D. L. Larry Wright, 605 Joandra Court, Los Altos, CA 94024
by August 10th

Please bring your favorite appetizer to serve 8.

LETTERS

FRED ANDERSON—Scottsdale, AZ, '60—'93.

Haven't written for a few years because of uncertainty about my health. Not wanting to sound pessimistic about my medical condition, I waited until I had good news: I've been free of cancer for five years!

But as we all seem to do at our age, we go from one medical problem to another. I had a rather bizarre "accident" happen when I got a pill caught in my "radiated" throat a year ago and it closed up tight; could breathe but couldn't eat. So I have had a stomach tube since then, and may have it the rest of my life. I do eat a little by mouth now, so I have decided to get back to traveling with a trip to SEA on May 16th for a UAL 1960 new hire class reunion, and a family reunion in July in Key Biscayne, Florida.

Everyone in our family seems to be doing well, including our 14 grandchildren. (That alone keeps us busy.) All for now. Regards, *Fred*

HORACE J. "JOE" ANDERSON—2760 Desert Crystal Dr, Las Vegas, NV 89134 702-562-3904 horacejoe@cox.net MDWOO MDWDD ORDDD EXOCM SOFCM SFOSW

Cleve, As usual I am late with my yearly. However, this time I tell myself I have sort of a legitimate excuse. We moved to Las Vegas, Nevada. I console myself that I got to be a "Native Californian" from January 1, 1977 until April 24, 2004, at which time I started as a "Native Navadan."

I resisted moving here for seven or eight years, but they just offered me too much money for my modest cottage overlooking Escondido, California. We bought into an over 55 community, Sun City Summerlin, which is a Del Webb development.

In many ways it's the same. When you fly and are invited out or have somewhere you'd like to go, you have to check your calendar. Once retired, you really don't have to do that. I developed the nicest circle of friends down in San Diego.

I guess it will be the same here. I attended one of the meetings of the local model builders here the

other day, and when I walked in they were discussing some guys operation, and how he was doing. Just like home. We used to only allow ourselves five minutes a day to discuss physical gripes. Two of the guys were doctors, and we would lean on them heavily, trying to get free medical advice. One of them even was going to line us up out at the flying field behind the outhouse and give us a fleet (no pun intended) rate on a prostate check.

My very best to all, *Joe*

SCOTT BAUMANN—4717 142nd Place SE Bellevue, WA 98006 srbaumann1@cs.com

Dear Cleve: One day - April 7th, 2000 to be exact, Flight 936 lifted off from LAX headed toward London. It was a beautiful day for flying, and everything was routine as the flight passed northward over the western U.S. and on into Canada. Hours later, over the Atlantic, the flight had a medical emergency. One person was stricken by a stroke. And that person was the captain.

The captain was me. And I haven't flown a day since then as a cockpit crewmember. I tried to come back to work and failed. So now, at age 57, although still on medically grounded status, I have retired, at least ceremonially, and request to join RUPA (if you'll have me). [*Welcome aboard Scott! Ed*]

I'd like to start attending RUPA luncheons here in Seattle. Thank you. Sincerely, *Scott*

ROBERT E. BOWLES—115 Rue Jardin, Barrington, IL 60010

Hey Cleve: 3 days until my birthday and my check is in the mail. Trying to be as "on time" as my airline.

Retired a year ago and don't want to do it again. With a mother and a mother-in-law with alzheimers, Jane and I have never been so busy. Still remodeling houses to make a living and stave off the anxiety about our pensions. I'm really disappointed at ALPA's "deer-in-the-headlights" approach to our plight. They have proven to represent pilots who aren't on the property by assessing for insurance for the furloughed pilots, so why don't they drop that argument. Currently flying pilots will retire some-

day too, and I suspect that they would like to see a pension as well, so who are they trying to kid. Hope it works out.

Thanks for all of your efforts and the rest of the gang as well. We all enjoy the regular updates and personal touches. *Bob*

FRANK CALDERARO—1753 Woodfield Rd, Martinsville, NJ 08836

Cleve — Find a check for mailing —guess I've been more than a little lax keeping up with my mail. The past year has not been too exciting — just a lot of family functions — lots of travel (you'd think we've had enough) — but there's always new sights to see and friends to visit. Have fourteen grandchildren ranging in age from 5 year old twin girls that I can't tell apart to a sophomore in college up at Ithaca. Been to the New York retirement party — met lots of old friends. New York Council 52 luncheon in a couple of weeks — always enjoy that. That about sums up my last year. Hope the past year has been good for you also. *Frank*

RUSS COTTLE—P.O. Box 56, Fish Haven, ID 83287

Dear Cleve, Today is my birthday, 85 years and still counting. First the sad news... I lost my Jeanie. She came to UAL in 1940 as a secretary in flight operations in Oakland, then San Francisco. Some of you flew the C87 SF to Brisbane on the Air Transport Command Contract. She was Jack O'Brien's secretary, and welcomed you August 1, 1942. We were married in 1945 and enjoyed 58 years and had 4 kids together. She was beautiful, talented, and the most unselfish person I have ever known.

It's hard to find much good news. I lost my vision over the past three years, macular degeneration. Neither, can I read, write, nor drive. For many years have spent summers at my old home place in Fish Haven, Idaho. I did the same last year. I also leased my house in Menlo Park, where I am right now, and went to Idaho, where I work gardening lots of flowers and vegetables. I also have a big beach on Bear Lake to care for with my old tractor. Last year, I went to Scottsdale, Arizona, and shared a house with a friend until March. Arizona is very

very pleasant in the winter months. I came back to Atherton in late February to get the house ready to rent again and I plan to do the same this year.

It is hard to accept United's present struggles and not to be able to help. One can only hope that United survives and the present employees survive very well. Thanks to you who put together the bulletin so well. It is greatly appreciated.

Thanks *Russ*

RON DENK—26 Rotary Dr. Summit, NJ 07901

Just received the May issue of the *RUPANEWS* which reminded me that I owe a letter. Thanks, Ted, for "volunteering" to be our new editor. Jock and those before him at the editors desk have set a high standard and I'm confident that you are more than qualified to carry on. I'm sure I speak for the entire membership in wishing you well.

Betty and I have had a quiet year which is just the way we like it. Made a few driving trips to Jacksonville where our daughter and our Navy pilot son-in-law are ensconced. He is just finishing up a year of training on the Sikorsky SH-60B Seahawk helicopter at Mayport prior to being deployed on a frigate or destroyer. I've certainly learned more about choppers than I ever knew before, such as the fact that they make crosswind landings just like we do. I had always thought that they just headed into the wind and sat down--Wrong.

Got to visit the base exchange and commissary at JAX and was much impressed. Things sure have changed for the better in the last 47 years as far as quality of life issues effecting our service personnel. We managed to spend time at the 8th Air Force Museum outside of Savannah and enjoyed ourselves. However that was just a prelude to our joy at being able to spend a day at the Udvar-Hazy Center at Dulles. They've done a terrific job in setting this up and have plenty of room to eventually display over 200 aircraft. My personal favorite is the old Boeing 307 Stratoliner which I remember seeing in TWA livery at LGA in 1939 or '40. Transcontinental & Western Airlines received five of the 307's. The museum example is in Pan Am colors since they flew three of them. Howard Hughes received the ninth 307. The SR-71 still reminds me of something out of Buck Rodgers especially when viewed from above.

We're heading down to Charleston, S. C. next week for the 50th anniversary reunion of my USAF cadet class 54J. Looking forward to meeting the old gang again and having a tour of the C-17 at the AFB.

Here's hoping that in the next couple of months good ole UAL will be out of bankruptcy and on its feet again. Check to Cleve. Regards, *Ron*

Thank you for your good wishes. Ask your son-in-law if he should be called a pilot (in the Navy). Ed.

WILLIAM C. DENNEY—15917 NE Union Rd #30, Ridgefield, WA 98642

Cleve: sorry I'm late with my dues this year, old #67 slipped up on me; thanks to the *RUPANEWS*'s arrival my memory was jogged!

Sorry to hear of Jock Savage's passing! Good man who is missed.

Enclosed is \$50, purchase more postage or donuts for the "Stufferers/Mailers" or whatever.

Live well, live long and drink fine wine!!! *Bill*

GARRY M. DUNN—97B Raumanga Hts Dr, Whangarei, New Zealand

Kia ora Cleve, Marian and I have been here in Whangarei about 9 months now and in New Zealand just over a year, time really flies when you are having fun or doing your duty.

We have been serving by proselyting (with some success) for the LDS Church, Teaching and counseling marriage and family relations, and I am the "flat" (housing) coordinator and inspector for the mission, in all the Northlands; ie. north of Auckland. Marian has been teaching piano and organ to anyone that is interested. The Northland is about 50% Maori and the people we work with are for the most part Maori. What a wonderful, talented, and generous people. It doesn't take too long to adopt their simpler ways, although they are learning to be more worldly, and substance abuse takes a big toll on individual and families as well.

It is kind of strange that we see a contrail about once a week. I appreciate your sending the *RUPA* Magazine with the articles and letters that keep us informed and aware of what's going on with United and our pension plan. Thanks to everyone working

on our behalf. I have included a little extra in my check to help with the mailing costs.

My best to all. We'll be back in Tacoma in late September. Haere Ra, *Garry*

WILLIAM T. "BILL" EADS—424 Running Spring Drive, Palm Desert, CA 92211.

E-mail: billeads@aol.com Ph. (760) 568-1450. ORD, DEN, DCA, MIA, DCA, LAX, SFO, LAX, DEN, HNL, SFO 1968-2003.

Ted: Greetings and Congratulations (?) as the new editor of *RUPANEWS*.

I'm not late this year but early! Makes up for previous years I believe. Not much news from the desert where we now live year around. In spite of what people believe about the summer heat, it is becoming my favorite time of the year. The snowbirds leave and it becomes very lay-back with just the diehards remaining. Restaurants and businesses are all open and they actually treat you as though they are happy you are spending your money with them.

Donna & I continue to play tennis almost every day and we are now spending quite a few hours on the golf course (though I seldom play more than 9 holes as I either run out of balls or beer). We do take several short trips during the summer but always look forward to returning to the desert.

We will be visiting San Diego to be part of the opening ceremony of the USS Midway as an Aircraft Carrier Museum the first part of June. A group of my Navy squadron buddies are trying to restore our old ready room to reflect the way things were in the mid-sixties.

For my 65 birthday in June I hope to be standing atop Mt. Whitney as my bride has agreed to humor my whim to climb the highest peak in the contiguous US.

My check to Cleve will be in the mail shortly.

Bill Eads

ROBERT E. "BOB" ENANDER—7062 Vilamoura Pl, Bradenton, FL 34202 1955-1990 ORD

Dear Cleve, Holy cow 14 years already! Just moved into a new house with my new bride of 2 years. Life has improved quite a bit since 2000 when my first wife died. I met and married a

lovely widow who has done so much to turn my life around.

I am still playing golf at least twice a week and I'm getting closer to shooting my age as I am aging a little faster than my game is deteriorating.

We have about 12 RUPArians at the golf course I belong to and I get to see all of them in the course of a year.

Been traveling a lot and would recommend the river cruises on the Rhine river by either *Viking* or *Uniworld* as they are a wonderful value and treat the passengers much better than any cruise line I've been on. Food, accommodations and excursions (included) are first rate.

Many thanks to all involved with *RUPANEWS*, I look forward to it every month. *Bob*

CHUCK FITCH—Dallas, Oregon

Dear Ted: I was delighted to see the list of old-timer names on Page 16 of this issue. I started with United in 1937, so I recognized almost all those names, many of whom were personal friends over the years. One, Russ Cunningham, was my boss at DEN HDQRTS way back in 1947.

There were 3 small typos I believe--One is Capt. F.M. (Frank) Crismon, (not Criamon) who was Chief Pilot while I was stationed at SLC. The other a SLC-based pilot back in the late 30's--Capt. C.A. (Sleepy) Parlette--not --"Speedy". And finally--if I am not mistaken--Capt. J.W. (Joe) Eberly--not Ebarly.

If I am wrong I apologize! No matter how you spell them they were all great guys and wonderful friends. Brought back many fond memories. Regards, *Chuck*

P.S.--my sub check is in the mail.

JOHN E. FORTANAS—PO Box 375, Tiburon, CA 94920

Dear Cleve, April is my birth month, and is the past. I've sent \$50 with a note for you to give the excess to "The United Airlines Retired Pilots Foundation." However, beginning this year I'll send it direct to them to save you the bother. [*Thanks John! ED*]

I was very sorry to read of Jock's passing away. It came seemingly so suddenly, although I knew of his battle with lung cancer since it started.

Thanks to all of you for your efforts on behalf of the pilots. Sincerely, *John*

VERNON M. FOSTER—2418 Woodmoor, Enid, OK 73703

Passed the big 87 in March and feeling fine. My dear wife Kay passed on last June after a long battle with lung cancer.

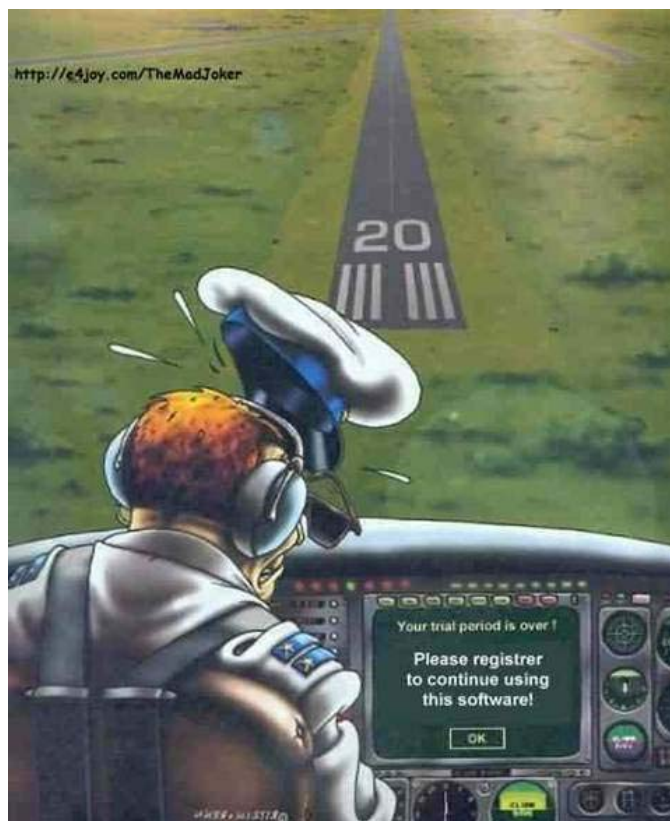
Lots of flight instruction in twins, instrument and Mountain Flying. I will continue to be involved in Denver aviation activities via commute.

I am working with the FAA in DCA in plotting pass crossing procedures for some 20 Colorado passes. These procedures will appear in the Airport/Facility Directory later as refinements are worked out.

I will be moving from the Denver area after some 48 years! New address is listed above.

Our son CDR. Bill Foster US Navy Ret., F-14 driver etc., lives in Enid, OK where he is a civilian instructor at Vance

Best Regards to all whom I knew in the "old days".
Vern



LEE GRUDE—884 Hanover Ave., Sunnyvale CA
94087 richeyg81@sbcglobal.net

Dear Cleve,

We've done a lot of traveling since retirement 16 years ago. This past year was no exception. In March we escorted a daughter and son-in-law on a trial cruise to Mexico; it was a great trip, but our daughter needs a little more practice re: the motion of the boat. In May we were joined by a young(er) couple on a 3-week visit to England and Normandy. One can't help but be impressed by the D-Day area and the price paid by so many for our freedom.

Richey and I took the train from London to Edinburgh for three outstanding days. What a beautiful city! We flew SFO-LHR-SFO, and it worked out well, even though we were traveling with full fare people. Of course, they upgraded to Business Class and we rode coach, but our price was right.

The big trip was a two-month cruise beginning in October. It started in New York with stops along the east coast and the Caribbean. At Panama we crossed into the Pacific and traveled down the west side of South America. At the south end of Peru we took a two-hour flight in a Cessna 206 to view the Nazca lines, huge figures of animals, birds and geometric shapes that are estimated to be 8000 years old and visible only from the air. They appear to be scratched out of the desert surface, and the geometric perfection and skill are incredible. Since they can't be deciphered from the ground, they weren't discovered until 1928, when oil company surveyors flew over the area.

Our stop at Pitcairn Island had to be the high point of the whole trip, when we got to spend about five hours with Betty and Tom Christian. I flew a lot with Art Christian in props and developed an abiding interest in the story of the mutiny on the Bounty. We first met Betty when she visited Art 38 years ago, and spent a little time with Tom near SFO a couple of years back. Since the population of Pitcairn ebbs and flows from 35-40 people, we were delighted that we actually know and keep in contact with two of them. Since there is no harbor, cruise passengers are unable to go ashore, but the entire island population comes out to visit passing ships and sell their beautiful woodcarvings. We bought one, of course, but seeing our friends was especially poignant. Another emotional meeting

occurred at Raiatea, where we visited with long-time Tahitian friends.

This has gone on much too long. We plan two cruises in the next six months, one of 34 days and the other 60, so we'd best get packing. The check is in the mail. Sincerely, *Lee* --

I had amnesia once --- or twice. Love and hugs,
Richey

BOB HARRELL—Escondido CA

Dear Editor Capt. Ted: Birthday time again, June 8 to be exact. Dues to Cleve in tomorrow's mail.

Muriel and I are still enjoying good health with only a few daily pills to keep us going. We're not traveling as much as previous years, but occasional trips upstate to see family members, one trip last October back to Ridgefield Park, NJ for Muriel's High School reunion, and next week 3 days on Catalina Island.

I really look forward to the second Tuesday of each month for a luncheon at nearby Lake San Marcos Country Club with a half dozen or so RUPA members. Good food, good company, and good stories, jokes, and general good fellowship.

My membership in three Masonic groups is another source of pleasure. Being a regular attendee, I find myself always on some committee or other. Twice weekly workouts at the "Y" and daily walks fills my waking hours nicely. Not a bad life for a geezer! Fraternally yours, *Bob*

GEORGE E. HISE—1218 Olive Hill Ln, Napa, CA 94558

Cleve, Enclosed is my check for 2 years RUPA dues since I am now closer to my next birthday than I am from my last.

Good to see so many old comrades at Jock's wake, even in the circumstances that brought us together. Most were the active ALPA guys for the last twenty years.

So far the retirement is fine, the pension checks are adequate, our health satisfactory, and the kids are doing great. Now I'll play golf until all the body parts that can't be replaced are worn out. Hope you keep active and happy, *Geo*

FDA APPROVES DEADLY DRUGS, DELAYS LIFESAVING THERAPIES

What if a dietary supplement was shown to kill 100 Americans and cause 56,000 emergency room visits each year? Without a doubt, the supplement would be banned immediately and those who knowingly marketed such a lethal product would be subject to severe criminal penalties.

On January 22, 2004, the FDA confirmed what Life Extension members have long known—that *acetaminophen* is extremely dangerous. Acetaminophen is sold under the brand name Tylenol® and is contained in 600 other drug products. Life Extension revealed the toxicity of acetaminophen more than 12 years ago. We harshly criticized the FDA for not mandating that the label of acetaminophen products warn those with liver or kidney problems to avoid the drug.

In 2002, an FDA scientific advisory committee urged that warnings be put on the labels of acetaminophen drugs. Despite overwhelming documentation confirming acetaminophen's toxicity, the FDA said no to its own scientific advisors. Instead, the agency has budgeted a mere \$20,000 to develop material that it hopes will be run in major magazines and distributed by pharmacy chains for free! This is the bureaucratic equivalent of doing nothing.

We at Life Extension are incensed about the FDA's multi-decade failure to mandate warnings on deadly acetaminophen products. The agency spends tens of millions of dollars a year attacking companies selling natural health products that have harmed no one. Yet the FDA is making virtually no effort to prevent the 100 deaths and 56,000 emergency room visits that the agency itself admits are caused by acetaminophen drugs every year!

Acetaminophen Risks Understated

Back in 1992, we warned that many more people are dying because of acetaminophen than the number indicated by the official statistics. While the FDA was preoccupied with acetaminophen-induced liver failure, it overlooked studies showing that regular users of acetaminophen may be doubling their risk of kidney cancer.

What does that translate to in actual numbers of victims? Each year, almost 12,000 Americans die of kidney cancer. The incidence of kidney cancer in the US has risen 126% since the 1950s, a jump that may be tied to the growing use of drugs containing *phenacetin* or acetaminophen.

Phenacetin is a painkiller that was banned because it causes severe kidney toxicity. Acetaminophen is the major metabolite of phenacetin, which means that some of the destructive properties exhibited by phenacetin could have been caused by its breakdown to acetaminophen in the body. So while phenacetin was withdrawn because too many people's kidneys were shutting down, the FDA had no problem letting the major metabolite of phenacetin (acetaminophen) be freely marketed without any consumer warning whatsoever.

If acetaminophen is responsible for even a small percentage of the overall kidney cancer cases, this drug may have already killed tens of thousands of Americans—and the FDA has done nothing to stop this carnage!

Because acetaminophen generates damaging free radicals throughout the body, it may very well increase the risk of many age-related diseases. In fact, scientists can consistently induce cataracts in the eyes of laboratory animals by giving them acetaminophen. They consider acetaminophen a "cataractogenic agent." Interestingly, if antioxidants are provided to the animals, the cataract-inducing effects of acetaminophen are often completely neutralized.

One of Life Extension's medical advisors long ago advocated that acetaminophen products include the antioxidant N-acetylcysteine to help neutralize destructive free radicals. When a person acutely overdoses on

acetaminophen, the standard medical therapy is to administer N-acetylcysteine over a period of weeks. Unfortunately, the FDA bans the combination of an over-the-counter drug (acetaminophen) with a dietary supplement (N-acetylcysteine), so it is "illegal" to make a safe acetaminophen drug.

To alert as many people as possible to the risks of acetaminophen poisoning and its antidotes, we have included a chapter on this topic in all four editions of our *Disease Prevention and Treatment* book. Despite the overwhelming evidence that acetaminophen use should be strictly limited, the FDA capitulates to pharmaceutical companies that earn billions of dollars a year selling this lethal class of analgesic drug.

By failing to mandate a warning on the label of acetaminophen products, the FDA once again demonstrates its propensity for protecting the pharmaceutical industry's economic interests at the ---expense of the American public's health.

FDA Denies Alzheimer's Drug for 14 Years

At any given time, 4 million Americans suffer the devastating consequences of Alzheimer's disease. Alzheimer's has no cure, and all victims suffer a progressive neurodegenerative process that results in total disability and death.

In 1990, a drug used in Germany was found to slow the progression of the disease. The drug's generic name is *memantine*, and Life Extension has long recommended it to family members of Alzheimer's victims.

Memantine does not offer miraculous benefits. The studies show that some patients experience improvements in memory and cognitive skills. For the vast majority, however, memantine merely slows the pace of deterioration, enabling patients to perform certain functions a little longer than would otherwise be possible. For example, the drug enabled some patients to go to the bathroom independently for an additional six months, a benefit caregivers called very important.

The July 2001 issue of *Life Extension* featured an in-depth report on the clinical value of memantine in treating a wide range of disorders, including Parkinson's disease, glaucoma, and diabetic neuropathy. We were highly critical of the FDA's attempts to deny Alzheimer's patients residing in the US access to this safe and partially effective medication.

Starting this year, Americans can now purchase memantine sold under the brand name *Namenda*® at American pharmacies. One reason memantine is available now is the intense pressure put on the FDA by family members of Alzheimer's victims who had to order the drug from Europe and risk FDA seizure.

Americans had to wait 14 years to gain legal access to a drug proven to work in Europe. This is not the first time FDA bureaucrats have needlessly delayed approval of an effective drug for a terminal disease. In 1991, the Life Extension Foundation sued the FDA on behalf of Alzheimer's patients in the US who were being denied access to the drug *tacrine*. Tacrine's mechanism of action inhibits the *acetylcholinesterase* enzyme, thus making more of the neurotransmitter acetylcholine available to brain cells.

A judge tossed out our lawsuit on the grounds that the federal courts are not the proper forum in which to determine which drugs the FDA should approve. Six months after our lawsuit was dismissed, the FDA approved tacrine. (A few years later, the FDA approved a safer drug called *Aricept*® that shares some of tacrine's same mechanisms of action but is less toxic.)

Memantine works by a different mechanism than tacrine or Aricept®. Memantine blocks a reaction known as "excitotoxicity," a pathological process in which too much glutamate is released in the brain, severely damaging the neurons. Those seeking to protect their healthy neurons against the damaging effects of excitotoxicity use dietary supplements such as *methylcobalamin* and *vinpocetine*. That it took litigation, harsh media criticism, and a citizens' uprising to motivate the FDA to approve these Alzheimer's drugs is a testament to the agency's inability to differentiate between safe, effective medications that should be approved and lethal drugs that should be removed.

Who Will Protect Us from the FDA?

The FDA pretends to protect Americans from dangerous and ineffective products, yet even a cursory review of the agency's track record reveals the opposite to be true. Dangerous and ineffective drugs are approved, while novel lifesaving therapies and natural approaches to disease prevention are brutally suppressed.

The FDA's failure to mandate a warning on the label of acetaminophen products is just one example of its failure to protect consumers against lethal drug side effects. The agency's inexcusable delay in approving drugs to alleviate the miseries of Alzheimer's disease reveals its lack of compassion for human beings who have lost the cognitive ability to take care of themselves.

Since 1980, the Life Extension Foundation has recommended to its members drugs that the FDA has not yet approved. In many cases, what we recommended was eventually approved, which means that our scientific analysis---as opposed to the FDA's politically motivated decision-making process---was medically correct.

Regrettably, some non-patentable therapies will never receive FDA approval because of the high cost of navigating the agency's bureaucratic labyrinth. When it comes to disease prevention, the FDA has made extraordinary efforts to censor information about proper diet and supplements that would provide guidance to consumers who want to adopt healthier lifestyles.

The Life Extension Foundation is dedicated to breaking down the governmental barriers that cause Americans to needlessly suffer and die while proven methods may already exist to alleviate or eradicate their health problems.

The health choices of most Americans continue to be constrained by FDA politics and bureaucracy. Life Extension members, on the other hand, are an elite group that often gains access to lifesaving information five to 10 years before it is accepted by conventional medicine or "approved" by the FDA.

For longer life,

William Faloon

May 2004 *LIFE EXTENSION*

Patient: Doctor, I'm fifty now. Do you think I'll live to be eighty?

Doctor: Well, do you drink, smoke, chase women, or gamble?

Patient: I don't drink. I never smoked. I rarely gamble and I never run around with women.

Doctor: Then tell me... why the Hell do you want to live to be eighty?

MILT & INA JENSEN

A year, or has it been longer? Time flies and my memory gets shorter. What little I have left is sharp but what I remember is of little use.

I am sending my dues and my birthday letter. This year the letter is being sent during my birthday month. I think.

Ina and I lead busy lives. I am still a mayor and together we are mom and pop to seven, gramp and gram to 20, ten boys and ten girls. Oh yes and great gramp and gram to two boys. The noise around here at holiday times or weekends is a contributor to my senility but it is all worth it.

We both enjoy good health, well unless fat is considered a disease. It ain't fair. You are skinny and hungry when you are young and after you get to the point in life where you can afford a full meal you get fat and they say you are not healthy. They say I should get in shape. Round is a shape.

We are not traveling much except in our motorhome which we thoroughly enjoy. I am now getting to see what it was I was flying over all these years and it is just fantastic. We are in a bit of a rut we have for the last 15 years made one of our travel stops Phoenix area, but looks like Florida may be our next winter destination. I am not one who can sit in one place very long so we do not stay any length of time. Just long enough to warm up the winter chill and then move on.

Our last trip was really neat. We went to Washington to visit the Udver-Hazy center along with a bunch of RUPA folks and I tell you it is worth the trip. Our special guided tour courtesy the RUPA luncheon gang in Washington was just perfect. The building is 1000 feet long 250 feet wide 100 feet high. They said it only contains about 80% of the displays they have designated. They are doing a fine job.

As you know the air foil panels along the walkway in the front of the building will contain the names of many who had a passion for aviation in one way or another. We, RUPA, will have a panel of our own. I believe you have all received a letter and form to submit to have your name added to the panel. I would hope you would do it for our organization and for those who follow you. It is an honor. We are among a group who have all collectively contributed a lot to the first century of aviation and

should be included. The names are not in alphabetical order and if you were to just look along the pathway for someone you know or for yours it may be very difficult to locate. Ours however will all be on one panel. But, they have contrived a very unique way of presenting our names and profiles. You will note the space on your letter for a profile. You can go inside and at a terminal seek the name of an individual, the names of individuals who flew such and such an aircraft or served with a specific unit of the military. The database will present the data of the individual or that of all of those requested. Then the location of the inscribed name on the air foil will be shown and you can look at that point. At this time the database is not available at home but it will be on your home PC. I think this is a real fine way for us to be enshrined in the annals of aviation and be a place for others to research, study or just look for grandpa or grandma for years to come.

We finished that trip with a tour of Gettysburg. That is a worthwhile stop on any trip. I discovered what I missed from 30 thousand feet. Returning VIA the Air Force museum at Dayton culminated an aviation trip.

Until next year, if I can remember to write, have a good one. *Milt and Ina Jensen*

MILT JINES

It's my birthday so I am hoping the warden won't read this. The money is hidden under the - **CENSORED** - at the - **CENSORED** - behind the - **CENSORED**. Oh well, no matter, nothing exciting ever happens to me anyway. Check's in the - **CENSORED**. *Milt*

C. E. "ED" JUDD—49-87 MDW, ORD, LAX.
3822 Calle Tiara San Clemente CA 92672
cpt1j@cox.net

Ted, I don't know if we have had the pleasure meeting, but I first need to say thanks for taking on the job of editor of the *NEWS*. Its appreciated by many of us out here and spoken of often at our luncheon get togethers at Dana Point, you all do a great job.

The last year has not been a very exciting one; but a very busy one. Lorraine is recovering from the colon cancer and things look good, I think we may

have beat it. I am still doing some flying in the Baron for the AF thru CAP, they keep me pretty busy, mine is the only twin in our group so I do most of the over water flying. The young kids on the beach in their forties and fifties still allow me to play volley ball with them, that is if they are short a fourth man.

After what Lorraine has been thru the last four years, its not difficult to figger out what is and what is not important anymore.

My regards to many old friends and comrades out there. *Ed.*

PS: ck in the mail to Cleve.

RUTH KUHLMAN—7418 Spring Village Dr.
#330, Springfield, VA 22150 703-866-7884
ruth@aeity.net

Dear Friends – FINALLY, I am in my LITTLE apartment and connected with the outside world as of today. Of course, I can hardly move without bumping into another box to empty. As I was told recently, “Mrs. K., maybe you DID downsize, but you’re going to have to do some more, I’m afraid.” Seriously, it is a lovely apartment and once I get everything unpacked, I’m sure things will settle down to a dull roar.

Several people have invited me to join them at dinnertime, but as I told them, I really can’t enjoy socializing until there is less mess to contend with when I get back into the apartment. Afraid I’m not one able to put aside the chore and forget about it, even temporarily.

So there you have it. Let’s please stay in touch. During the years we made so many dear friends and I would hate to lose even one. Love you all, *Ruth*

JACK LANGE—3509 Centennial Dr., Fort Collins, CO 80526 52/82 CHI DEN

Dear Cleve, I am thankful to be able to report that I passed the 82nd marker last month and still able to function in pretty good manner. Enough to send our gratitude to all you dedicated people who keep the flame alive for those of us lucky to have worked for a big share of our lives together for good old UAL. It always stirs up many memories when familiar names and events pop up in the writing's.

There isn't really any exciting activities to relate since last year because things have been on hold, with my time having been dominated with taking care of my wife Sandy's escalating health problems. This is not the time in life to find yourself totally immersed in the responsibility of being the sole and primary caregiver for your spouse for the last 53 years. She has not been home overnight for a whole year and has been in a skilled nursing facility locally for six months. We struggle to come up with a plan to let her live her life out in a home and family environment, when her level of care is under control.

The stress of the uncertainty with our retirement benefits compounds all decisions. For the first time since retiring, Medicare and BCBSIL have become extremely unresponsive in dealing with claims related to spouse under my Major Medical plan. The delays are nerve wracking with a huge financial liability accruing every day. No denials - do I dare say stonewalling?? Don't really want to believe that.

Somehow I believe the spigot will open, but will it be a drip at a time.

In the meantime am thankful for every day, wonderful family and friends and glad to a part of the ongoing RUPA group.

Our best to you all. *Jack*

RICHARD LANGFORD—17 Cicero Ln, Austin, TX 78746 ricardolanfo@earthlink.net

Cleve: Many thanks to you and all who make the *RUPANEWS* such a joy to receive and read!

Retired now seven years and am having the time of my life! Water ski all year here (wet suits in the winter), and snow ski in Canada or Colorado once a year.

My 26 year old daughter is a supervisor at an Advertising firm here in Austin. So nice to have her close by. Joyce is busy with her decorating/church and volunteer duties. I recently joined a Daedalian flight here in Austin. I'm one of two "token" Naval Aviators. A wonderful group of Airforce gentlemen whose flying stories range from World War II to present day Iraq.

My very best wishes to all, *Ricardo*

ROD K. LION—27224 217th Pl. SE, Maple Valley, WA 98038 425 432-9954
captlion@comcast.net

Dear Cleve, Please change my address and phone numbers to the above.

Another year gone by and all's well here. Still fishing, traveling in the motor home and enjoying life. A move to a new house and some down sizing has kept me busy for the last few months.

My annual check is in the mail. Thanks for all the good work. *Rod*

HAROLD H & JANET MEYER—2922 E. Fremont Dr, Littleton, CO 80122 52/ 85 SFO DEN MIA SFO ORD DEN

I thought the company that pays our pensions would be coming out of bankruptcy soon but now maybe in the second half of the year. The price of gas is certainly not going to help.

Another birthday tomorrow and life is good. In August we took advantage of 10 days on a cruise ship (Wind Surf) which was offered through United's discount travel offerings and thoroughly enjoyed it. It started in Copenhagen and did a loop through the Baltic Sea with St. Petersburg as the easternmost port. Thought we'd be smart and use our "Mileage Plus" points to travel POSITIVE Space to CPH. Turns out we'd not planned far enough ahead and were advised it was not possible at that time of year with short notice. So back to the old way with "Write your own Tickets" and some ID-90s on Star Alliance carriers, we were able to arrive at the appointed time. Even got First Class on 777s both ways across the water.

Hope year 2004 will be a good one for all. *Hal*

MARV MEYER—336 Tall Trees Ln, Palatine, IL 60067 marvdclo@comcast.net

Dear Cleve, Haven't written for a few years so will catch up. Still living in the same place as we were when I retired 11 years ago. Keep busy with Homeowners association, church work and being a Township Fire Commissioner.

Found out what it is like to lose your driving privilege. Had a neck brace on for 6 weeks. What a relief to get behind the wheel again.

Will be going to Air Force Pilot training class reunion for 56-G in Nashville in October. Also, will celebrate 50 years with the same wonderful lady this fall.

Look forward to the *RUPANEWS* each month. Thanks for a great job. *Marv*

TRUMAN W. MILLER II—721 Whitehall Plains Rd, Annapolis, MD 21401

Hello Cleve, Dues and a little extra for postage are on the way.

As some of you may be aware I, along with fellow retiree Paul Felton, started a walk on the Appalachian Trail last spring. The total distance was 2,200 miles. By September we had finished 1,700 and the end was in sight.

Along came Miss Isabel. As might be expected, a strange woman showing up on your doorstep at three in the morning can really mess things up.

We live on the water in Annapolis, MD. She managed to drop a large oak, twelve foot diameter, on the water side of the house and that pretty much ended the hiking. I scurried home from Vermont just in time for the show. The physical damage to the home was substantial, but we did not have to move out. Thankfully, no one was hurt with the exception of one of the pups got a cut on his foot from broken glass.

That pretty much ended the hiking and nearly every other activity until the repairs were completed.

The fight with the insurance company was something I would not wish on anyone, but we finally settled without having to get the lawyers involved. Some painting and carpeting and we will be done.

Now if that long neglected boat will fire up, maybe I can get back to something serious like fishing.

Regards, *Truman*

GEORGE W. NIXON—55 Fossil Cove Dr, Blackmans Bay, Tasmania, Australia

On thirteen March this year I completed sixty-nine years of survival training on planet earth. On March twenty first, Australia celebrated its fifth year of Harmony Day. Harmony Day celebrates Australian multiculturalism and coincides with

United Nations International Day for the elimination of Racial Discrimination.

This last year has been rewarding as well as exciting for us. We visited the United States for the first time since leaving in early 2002. Our journey took us to California where we reunited with relatives and friends. I was able to see some old friends and contemporaries at the SFO RUPA annual picnic. We went on to Connecticut, Ilford England, Wales, and Cornwall then finally back home to Tasmania.

We have committed to sharing our beautiful piece of real estate with the native plants and animals that enjoyed their home here long before we invaded their bush. While we are re-planting the native trees and shrubs, that were damaged while our house was being built, we are seeing the return of many native animal species.

We are planning a trip up to the mainland this winter to visit the major attractions. Our journey begins at Broome through the Kimberley ending at Darwin. We pick up phase two at Darwin and visit the Kakadu catch the new extension of the north-south railroad (the Ghan) and proceed south to Adelaide with overnights at Alice Springs, Coober Pedy and Adelaide. We will take a side trip from Alice to visit Uluru (Ayers Rock) and Kings Canyon. We have also reserved overnight accommodations in the underground hotel in Coober Pedy. All in all it should be fairly educational and exciting.

In my meager effort to make a statement about preserving the ecological system and conserving our natural resources, I sold my Chrysler P.T. Cruiser and have bought a Toyota Prius THS II, Hi-tech. So far I am as pleased as punch with the car. The navigation and fuel systems are almost as much fun as the similar systems on the B-757 and 767.

Again, I still have no recurrence of my lung cancer. I have chest x-rays and CT scans of the area taken every six months. All other systems for Heather and I are operating normally. We both exercise regularly and watch our weight and diet. So far we have been blessed with continued good health. I am having dental surgery for titanium implants this winter, my dentist and my dental surgeon say that I am a good candidate for the procedure.

Good health and good fortune to all. Until next year *George & Heather*

BILL NORTHUP '65 -'91 EWR, LGA, JFK, MIA CLE, ORD, JFK.

Greetings to all. The main thing that's happened this year is that our son Bill was called up and is in Iraq flying Blackhawks. He was in Germany for about 8 years and was sent to all those garden spots like Somalia, Bosnia, Turkey, etc. has been with ASA Delta connection since Nov '99 flying the Bombardier CRJ 70 and really likes that machine.

WE still go up to the St. Lawrence River summers, and I'm still painting. Airplanes, cars, etc. Everyone check 6! (check to Cleve) *Norty*

Hey Ted, how the hell are ya??? 50 years ago we were at PNS Eh !!! *Hi Bill. We can't be thaaat old, can we? Would you consider letting RUPANEWS run some of your paintings (in B&W) on the cover? It's just a thought-think about it. Glad to hear things are going well for you.-Ed.*

DAVID P. PERRINE—263 Leisure World Mesa, AZ davperri@aol.com SFO SEA CHI LAX

On May 7, 1948 I was hired by United Air Lines as a Passenger Agent at SFO. I had just been accepted as an Aviation Cadet but was told it would be at least a year before I would be assigned a class.

Almost two years later, just in time for the Korean War, I got my class and took a military leave from United.

In June of 54, I was back at United looking for a job as a Pilot. I was told that I was one month over their age limit but I could have my old job back as a P.A.

One year latter I was hired and went to DENTK and was trained as an Engineer/Pilot. Back to SFO, just in time for the strike by the Engineers. A year later I was shipped North to SEA to begin my illustrious career as a Pilot with the best airline in the World. It was the culmination of a childhood dream. I had the best job in the world with some of the best people in this World. When I retired in May of 85, my boss asked me what where my plans. I said the first thing I am going to do is walk the picket line with my fellow pilots. It was time for Western Hotels to learn that you can't run an airline without Pilots.

If you're ever down this way, stop by.

I will show you not to play golf. *Dave*

P.S. Checks in the mail.

MICHAEL A. PERRY—92 Brush Hollow Close,
Rye Brook, NY 10573

Hi Cleve, Where does the time go! Just attended the Council 52 retirement party on May 7, it was the best! Woody Woodworth, retired 747-400 Captain, emceed and we all decided he missed his calling...should have been a standup comedian. The word is out...he is for hire.

All is well here, 77 rounds of golf in 2003, and hope to beat that in 2004.

I wish the best for all still flying the line...as we once said, "the glamour is gone," but we will meet the challenges ahead. *Michael*

DAVID M. PETTEYS—10124 Sumac Run,
Littleton, CO 80125

Dear Cleve: Hard to believe that it's time to renew again. I might as well give an update like everyone else:

I'm in a startup company, Rosedale Metabolics Inc. (Check us out at www.sedalemetabolics.com). We treat diabetes and other metabolic disorders with diet and supplement intervention as opposed to drug therapy. Once we complete our funding, I'll even get paid!

I'm also enjoying teaching computer applications online for EArmyU under the auspices of Troy State University. My students are strung out worldwide from Washington State to Germany!

Naturally with the election year coming up, I'll be active in party politics to keep the bad guys from getting elected and selling us down the drain (again).

I enjoy reviewing the *RUPANEWS* and seeing names of those I haven't thought of for years. Flying the Line seems a lifetime ago.

Old friends and acquaintances can contact me by E-mail: dpetteys@comcast.net. *Dave*

WILLIAM J. RANKIN—306 Cove Rd, Queens-
town, MD 21658

Hi Gang: Greetings from our winter base at the Spruce Creek Fly in Community near Daytona Beach where we reestablish contact with many UAL types, and enjoy the activities of the area, such as the Daytona 500 and Bike Week. Unfortu-

nately, we had to return to Maryland during Bike Week as I am still active on the Board of Elections in our county and the state initiated a uniform touch screen voting system to the tune of 55 million in spite of the fact that our previous county choice of machine system put the state in the top 5 in least number of problems during any election cycle. . . so much for politicians and their legacies.

We attended the 30 something yearly west coast reunion of the Flying Midshipmen Association near San Diego to recall exploits of our youth and consume some adult beverages. During that period a hurricane was heading to our home on the Eastern shore of Maryland. Living on a semi-wooded waterfront property, we had visions of a house turned to kindling by large fallen trees. The weather channel gave us hope as the track appeared to turn more Westerly and did spare us extensive damage even with a 7 foot tidal surge. Ironically, our Southern California friends, who were very sympathetic during our visit, came close to being victims of the extensive fires that swept that region. Push comes to shove, I think I will take the hurricane verse fire. Did you ever consider what you would grab if the police ordered your evacuation in 15 minutes?

During November, we traveled to Fort Pierce, Florida to pay our respects to a long time friend and former Navy Seal. On Sunday morning at dawn a service was held on the beach for departed members of that group, and miraculously a wet dawn turned into bright sunshine as the service started. My friend and several others had been cremated, and after the service their remains were taken to sea by active duty Seals to the sounds of a bagpipe on the beach and followed by flag presentations to the next of kin. A truly moving experience, and taken very seriously by that group as the officer in charge was a highly decorated Rear Admiral. If any of you roving retirees are in the Daytona Beach area during the 3rd weekend of March, stop in, as the Spruce Creek community has their car, bike, and flying machine show with something for everyone.

Thanks to all the efforts of the folders and stuffers to keep us current on UAL and our associates. It has always amazed me how an industry can end up with such a consistent bunch of over compensated executives whose performance is inversely proportional to their paychecks and perks.

Regards to all, *Bill & Gail*

UAL CREDITORS SEEK TO HIRE CONSULTANT TO EVALUATE BOARD

Thursday, May 13, 2004 01:54 PM ET

CHICAGO (Dow Jones)--Creditors in UAL Corp. (UALAQ, news)'s (UALAQ, news) bankruptcy case here are seeking court permission to hire an outside consultant for an evaluation of the airline's board of directors, according to court documents.

The review is necessary given the increasing competitive and economic pressures UAL will face once it emerges from federal bankruptcy court protection, an attorney for the unsecured creditors' committee wrote in court documents made available electronically.

"The committee respects the efforts of the individual members of UAL's current board," the group said. "Nevertheless, as the committee focuses on the future of UAL and its stakeholders, it must consider whether the board is ideally positioned for guiding UAL into the future."

The creditors have asked Judge Eugene R. Wedoff of the U.S. Bankruptcy Court for the Northern District of Illinois for permission to hire Heidrick & Struggles International Inc. (HSII, news) to aid in the review. The matter has been slated for the airline's May 21 court hearing.

UAL spokeswoman Jean Medina said the hiring of an outside firm for such services is common in bankruptcy cases.

Heidrick will serve at first only in a limited role of assessing the current structure and composition of the board, but may at a later date conduct a search for new board members, if necessary.

The firm will research whether UAL's board "possesses the characteristics necessary for governing a publicly owned airline." Heidrick will also determine whether the recent Sarbanes-Oxley legislation and new corporate governance rules adopted by the Securities and Exchange Commission and the New York Stock Exchange should have any bearing on the board's composition.

UAL's board currently consists of 12 members: Glenn F. Tilton, UAL's chief executive; Mark A. Bathurst, United Airlines (UALAQ, news) Pilots Master Executive Council chairman; Stephen R. Canale, president, District Lodge 141, International Association of Machinists and Aerospace Workers; W. James Farrell, chief executive of Illinois Tool Works Inc. (ITW, news) ; W. Douglas Ford, former chief executive, refining and marketing of BP PLC (BP, news) ; and Dipak C. Jain, dean of the Kellogg School of Management at Northwestern University

The remaining six members are Robert S. Miller, Jr., former chief executive of Bethlehem Steel Corp.; James J. O'Connor, former chief executive of Unicom Corp.; Hazel R. O'Leary, president of O'Leary & Associates; Paul E. Tierney Jr., general partner, Darwin Capital Partners; John H. Walker, chief executive of Bolar Co.; and George B. Weiksner Jr., vice chairman of Credit Suisse First Boston.

For the first phase of its work, the review and analysis of the current board composition and structure, the Heidrick would receive a fee of \$75,000 plus expenses. For the second phase, a director search, the firm would receive \$100,000 plus expenses for the placement of a single director or \$75,000 plus expenses per director if more than one is placed.

By Erik Ahlberg, *Dow Jones Newswires*; 312-750-4141; erik.ahlberg@dowjones.com

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JOHN T "JACK" RODERICK—1540 Millview Dr, Batavia, IL 60510 EWR CLE ORD

Dear Cleve, We are still in good health, for which we give thanks. Daughter, Tracy, gave us another grandchild, a girl this time, so now we have a 20 mon. old boy and a 5 mon. old girl. Both are great. Son John is living at home and attending Northern Illinois Univ. Hopes to graduate next year after 6 years in college. He is getting married in June to a hometown sweetheart.

Daughter Kristen is also at home & working for United in graphic arts. Wife Nancy is still a UAL Flt. Att. (35 yrs.). I'm still selling: aviation & military history books, models and trains. Nan will retire when John gets out of school, providing United survives.

My best wishes to all and thanks for all the great and hard work you put into *RUPANEWS*.

Sincerely, *Jack*

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

Last spring (late May-early June) my 86 year old MOM and I took a driving trip--we saw all of her living sisters in the mid-western states and some relatives in Nebraska, South Dakota, Mississippi, and Texas. We drove up to Eureka, CA last August and saw her sister up there. Then in March 2004 we flew to Texas for the weekend and saw her oldest great-grandson get married. We had an excellent time.

I LOVE BEING RETIRED. I only do what I want to.

My buddy and ex-boss, Eve Edwards, at UAL will retire on August 13, 2004. Please reserve this date for her party. Call LAXFO at 310-342-8747 for information on the event.

Thanks Cleve--love you both---*Sue*

ANTHONY C. STEIN—8 Partridgeberry Ln, Keene, NH 03431

Hi Cleve, Nice to have contact with an old classmate.

As William Bendix used to say, "What a revolting development this is" – I, of course, refer to the

situation at United. We have our fine memories but the reality is overwhelming. It hurts financially and psychologically and steals 30+ years of our life. In truth, no matter how proud we were of our careers and of United never, during our tenure, did we have confidence, respect, faith or admiration for the top 10 corporate officers as they rotated through the corporation at ever increasing personal profit. Now the chickens have come home to roost - not a complete surprise. I think the whole thing ran on momentum from Mr. Patterson. I bless United Airlines for everything I have financially and emotionally and to see the ship foundering, with attendant devious (but perhaps necessary now) behavior, is painful everyday as it mocks everything we were taught and believed during our careers.

Asi es la vida (Spanish saying - "such is life"). We shall survive! Best wishes to you and to thoughts of the past when we were young and life was simple. Sincerely, *Andy*

RALPH STEWART—720 T Snyder Ln, Mountain City, TN 37683

Hello to all, As I write this I am rapidly approaching age sixty-five. On the runway of life that is a marker that reminds me of one of those most useless things. It is the distance remaining that catches attention.

Been staying busy going to A & P school. Always wondered how those flying machines worked.

Have not had time to fly my AirCam much. Did take a couple of cross countries last year. Seventy knots and 500 feet AGL is a cool way to see the world. GPS is wonderful. Did scare myself in Ohio. While zooming along I saw a P2V on the ground. I thought, Oh s__! I have blundered into a military airfield. It was a static display.

Regards, *Ralph*

MARY LOU STONER—19836 Pine Ridge Village Rd, Siloam Springs, AR 72761

Dear Cleve, Enclosed is postage for the *RUPANEWS*, I really enjoy reading it.

Sounds as though the cruise to Alaska is well represented, and I'm sorry I can't make it this year, but maybe another time.

I still care for my invalid, widowed, older sister in my home, as I have for the past 15 years. She has no children, but she is a great comfort to me during this vigorous period of my life.

Hello to Rose – great looking gal you captured.

Mary Lou

R. L. “LEE” SWOFFORD—P.O. Box 1338,
Coppell TX 75019

Dear Friends, My birthday was the nineteenth of April. Makes eighty two. I don't know what I should be doing at that age. More of the same I guess. Reminds me of a story.

An old Grampa was having breakfast with his young grandson and giving him advice on life. He said that if you want to live a long and good life you should sprinkle a little gun powder on your oatmeal every morning. The little fellow paid attention to his hero, his Grandpa. So followed his advice. When he passed away at the age of ninety three. He left a wife of sixty five years, five children, ten grand children and a fifteen foot hole in the side of the crematory.

Jane and I are doing well healthwise. We are very busy with a few rentals and Grandchildren. We have gotten really good at the grandparent Bit.

Thanks for all the things you do for us. *Lee*

DON TOEPPEN—14420 Whitewood Dr. Sun
City West, AZ 85375-5938

File # 1263, 6-2-44 to 4-30-77, CG, MDW, ORD.
Best Wishes and Regards to all our many friends
across United Land!

It has been an exciting and active life for the last year, with some good things, and some difficult ones.

Wife Joan, former Stewardess with seniority date of 6-3-44, who battled Parkinson's Disease, departed 10-13-03. As there is no cure, this was a mixed blessing. No more suffering, but the loss after 58 wonderful years was substantial.

On May 8, this year, we tied the knot with Mary Tobias, a friend of both Joan and myself for a number of years. We topped the ceremony off with a trip to the Grand Canyon for a honeymoon. This was a most enjoyable visit for Mary, who had never

been there. As Mary is an outdoor person who enjoys hiking, we probably traveled most of the trails in that region.

Now, back in Sun City West, we are downsizing two households into one; not a task completed in short order!

The Lord willing, we'll be back next year with the annual update. *Don*

TERRY K. TRUE—1746 Bellflower Cir, Libertyville, IL 60048 ORD, LAX

Dear Cleve, I almost made it during my birth month this year. Since I just turned 65, I could use old age as an excuse, but I like to think that I'm still functional. At any rate, the check is enclosed.

I suffered a mild stroke in February which has medically grounded me. I've had to take a medical disability leave from my job as Chief Pilot for a Chicago area charter company while I attempt to convince the FAA to recertify me. I understand that it could be an involved process. In the meantime, I've completed physical therapy and am about as close to 100% as I can get. I'm trying to adjust to not working, but have found that there is always something to do.

My wife, Jerry, is still flying as a Flight Attendant for UAL. The job isn't the same as it was a few years ago, but she tries to make the best of it.

We're leaving for a two week R&R at our timeshare in Maui this month. Our son and daughter will be joining us, as they do almost every year.

Keep up the good work. We all appreciate your efforts. Sincerely, *Terry*

DONALD B. WELSH—12884 E. 2nd Ave,
Aurora, CO 80011

Dear Cleve: 'nother day older 'n deeper - no that's another tune but it seems to go with the times.

I'm still at *The Wings Over The Rockies Museum* and aside for a few local trips and an occasional airshow or two I manage to stay out of trouble and behave myself.

I enjoy the *RUPANEWS* and appreciate the work that goes into getting it out.

Thank you, *Don*

TIMOTHY J. WESTON—11248 Skyview Ln.
SE, Yelm, WA 98597

Hi Cleve, The check's in the mail and Merc is paid for. Myrna and I continue to be healthy, less wealthier after UAL bankruptcy, and a lot wiser after the tax act of 1986.

We don't do a lot of travelin' on passes - security isn't fun. We enjoy the quiet life off the I-5 corridor. The grandkids are fun and then send them home after they are spoiled. Flying is still the second greatest joy in the world. As long as the health hangs in there we will do our meager traveling with our own one plane airline.

Just received my Medicare credentials in the mail. Will have to try an appointment to see if it works. Here's to favorable exits from Bankruptcy. *Tim*

WILLIAM C WHIPPLE— 140 Montgomery Ct,
Port Ludlow, WA 98365 bwhip@olympus.net

Dear Ted, Enclosed find my annual RUPA dues. Thanks for all the fine efforts in putting out the news.

It now has been 29 years since I retired. Still kicking but not as much. Betty and I had our 63rd wedding anniversary this month and we are still talking to each other. We no longer are boating but still have an RV.

Sorry to hear of Bill Airis and the rest in the Memorial column. Sincerely, *Bill*

DOUG WILSMAN---Ramona CA, 52/85; MDW,
ORD, LAX, dhwilsman@aol.com

Hi Ted. I admire your volunteering to take charge of the *RUPANEWS* after the sad departure of Jock. In 1971, when I was chairman at ORD, we started the Council 12 Banner which was received so well that a short time later the MEC decided to put out a periodical we voted to call the *LEADING EDGE*.

Today (5-19-04) I am 79----my actuarial death age. When the liabilities of the pension plan are calculated by the actuaries, as I recall, they calculate that male retirees **on average** would draw monthly pension payments through age 79 and then drop dead.

Nineteen years ago yesterday, I was a passenger on American from ORD to LAX, returning from a Chicago MEC meeting where we had voted to strike UAL. I had flown my last trip on May 9th and I was still considered to be a UAL employee and the LAX Council Chairman until May 31,

1985. On the day before my 60th birthday---the second day of the strike--- the LAX Crew Desk called my wife to junior man me for a two day trip. My wife politely informed the crewman that I was en route home off-line and was not available and besides it was her impression that it would be illegal for me to operate a UAL aircraft on my 60th birthday. The crew man said he would check it out and call her back, but he never did.

Meanwhile, back to the present, there is noting to report about the prospects of UAL exiting Chapter 11 soon. The next major hoop to jump through is getting the Feds' approval of a \$1.6 billion loan guarantee and that is a classic Catch 22. If UAL's future prospects are so bleak that it cannot get private exit financing without a Fed guarantee, that must be positive proof that it is too risky for the Feds to co-sign the loan. After 18 months of this torture I am growing weary. *Doug*

LYNDEN E. WORDELL—2637 East Atlantic
Blvd #149, Pompano Beach, FL 33062 lwor-dell@comcast.net

Dear Cleve, Another birthday is near so enclosed is my check for the *RUPANEWS* for another year. Next month it will be four years of retirement for me. For all the problems with United, the pension, and the health insurance, I am thankful all my family is in good health and is doing well.

I am enjoying my winter months in South Florida and summers in New Jersey. We all look forward to UAL being out of bankruptcy this year and at last have our retirement benefits settled.

I would like to thank all of you who put the *RUPANEWS* together. We all look forward to it every month. Sincerely, *Lyn*

D. L. LARRY WRIGHT—605 Joandra Ct, Los
Altos, CA 94024 mostly SFO 68-95

The grand total of this year was pretty much summed up in February. Our first grandchild was born, Dylan Lamar Wright, and my mother passed away.

Making regular trips to Huntington Beach to check on her condition consumed much of my time. Now we are involved in making trips to clean out and sort out her home and settling the estate.

Hopefully, next year will provide more exciting things to report. *Larry*

WHY UNITED AIRLINES DESERVES THE ATSB LOAN GUARANTEE

On May 3 The Wall Street Journal published a letter to the editor sent by Glenn Tilton. Tilton's letter was sent in response to the newspaper's editorial of April 23 that recommends that the Air Transportation Stabilization Board reject United Airlines' application. Following is the letter to the editor as published:

Your April 23 editorial regarding the Air Transportation Stabilization Board (ATSB) included references and opinions concerning United Airlines to which I take strong exception.

The Journal's opinion aside, the ATSB was established by Congress and given a specific mandate to provide loan guarantees to U.S. airlines that met strictly defined criteria -- a mandate that remains in full effect today.

United meets the legislative criteria. As America's largest international carrier and second largest overall, we play a vital role in maintaining a safe and viable commercial air system, providing jobs and service to communities across the United States.

When the ATSB deferred the approval of United's application in December 2002, it identified specific areas of concern. We have restructured our business and de-leveraged the company's balance sheet significantly, reducing costs and improving revenue. In doing so, we have addressed each of the ATSB's concerns and many more.

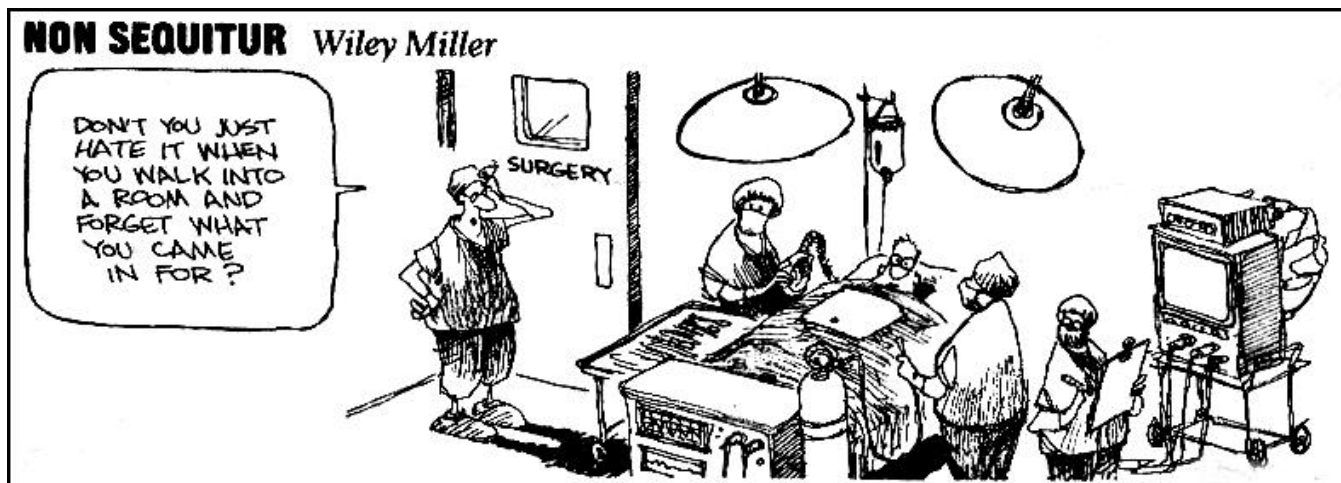
We have stripped more than \$5 billion in annual costs, including six-year labor agreements, reached consensually, that deliver \$2.5 billion of those savings -- along with unprecedented operating flexibility that enables us to adapt quickly to new market challenges and opportunities. Our new labor agreements have reduced United's future pension obligations by well over \$1 billion. We have shed over \$5 billion of debt and lease obligations from our balance sheet. For each of the last nine months, United has substantially outpaced the industry in unit revenue growth.

Despite the impact of these significant changes on our employees, they are today focused on what we need to do to succeed and have responded with the best operating performance in United's history.

Contrary to your speculation, we will be able to repay these loans. The capital markets validated this when JP Morgan and Citigroup agreed to back \$2 billion in exit financing for the company -- including a total of \$400 million in non-guaranteed, at risk financing. This 20% non-guaranteed portion is greater than that included in any loan the ATSB has approved thus far. And, in the worst case, these loans will have collateral coverage worth two to three times the loan amount, which assures ultimate taxpayer recovery.

Our progress to date has been substantial. We have more to do and we are focused on continuing to methodically and systematically resolve remaining issues. We strongly believe United is a compelling candidate for an ATSB loan guarantee, and that our application will be evaluated on its merits and should be approved.

Glenn F. Tilton Chairman, President and CEO United Airlines Chicago



IN MEMORIAM

H.E. "HAP" ARNOLD

It is with much sadness that I have to inform you that Captain H.E. "Hap" Arnold, a classmate of mine, hired on August 22, 1946 by United Air Lines (UAL) has "Flown West."

His civilian aviation career and mine intertwined for the many years we flew for UAL. We both became Flight Engineers (F/E) during the co-pilot furlough in 1948, taking classes in Cheyenne, Wyoming. We both went back to the flight line when UAL gave us the opportunity and eventually worked our way up to becoming Captains.

Hap started his aviation career piloting a civilian aircraft in Illinois, while his buddy jumped out of the aircraft with a parachute to attract a crowd on the ground. After Hap landed they would sell passenger flights to the bolder ground persons who wanted to fly. They were able to build up flight time and make a little money for their trouble. Hap volunteered in the U.S. Navy during WWII and flew fighter aircraft prior to being hired by UAL.

He was a fine gentleman and will be missed by all who came in contact with him. He will be remembered by his many friends. Here's wishing you clear skies, favorable tail wind and happy landings. Fraternally, *Johnny X Stefanek*

MARJORIE LEARNED

Marjorie Learned, wife of deceased Capt. Park Learned SFOFM retired, died April 06, 2004 in Cupertino, CA.

J. B. "Mac" MC KELVEY

One of our oldest and most revered senior members of the Seattle Gooney Birds made it to 93 and flew west on April 19th.

He is survived by his loving wife Anne, who for many of the latter years was his driver to bring him to the annual Coed Luncheon. For many prior years he was a "regular" for our monthly luncheons.

All who knew him admired not only his talent, but the interesting tales of his varied career. He earned degrees in Mechanical and Aeronautical Engineer-

ing. Was a Navy pilot and flight instructor. He flew the Andes in South America for PanAgra before joining United for his 32 year career.

Often with a quirky grin and a wink of the eye, you knew he was going to lay on some cool comment or humorous tale.

Great gentleman, fun guy -- he will be missed.

Ray Dapp

GERTRUDE PERRY

Gertrude Perry, wife of retired Dispatcher Oliver H. "Dick" Perry died May 10, 2004 in Ormond Beach, FL. Cause of death was a brain tumor. She was under the care of Memorial Hospital Hospice. Cards may be sent to: Oliver H. Perry, 1330 Asher Ct, Ormond Beach, FL 32174 386-615-9846

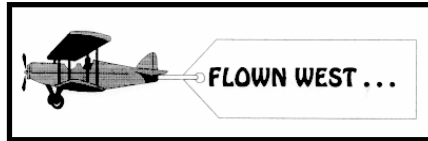
JAMES "JIM" ROLLINS

My friends and fellow pilots; It is with sorrow, that I report the untimely passing of Retired Captain Jim Rollins. He was based in LAX; he was in very good health and was age 72. He was riding his bicycle when he was passed by a very large gravel truck, which made a right turn, and killed him instantly. It was in the Orange Co. California newspapers. He was born on June 22 1931 and he died on April 20, 2004.

He spent from October 1953 to June 1967 as a US Naval officer doing such duties as commanding officer, Intelligence officer, and flying jets in Vietnam. He flew a total of 143 combat missions getting 2 distinguished flying crosses, 12 strike medals, and 2 navy commendation medals. Then he stayed in the navy reserves for the next 10 years. He did retire as a Navy Captain, but in June 1967, he began his second career as a United Air lines pilot. He really loved the work and the people that he flew with, and retired in 1991. He was also a volunteer fire department Captain for his city of Villa Park CA.

His beautiful wife, Gayle, passed away after a long battle with cancer in 2000. He has 3 sons, Robert, Jeff, Tom, and one daughter, Carrie Rollins, who is a United flight attendant based at LAX.

Jim was a man of principal, honesty, and ethics. His priorities were never compromised and his love and commitment to family and tradition was unwavering. *John Grant*



HAROLD E. ARNOLD	3/2/2004
HENRY J. ZAMBIE, JR.	3/18/2004
ROBERT J. FITZSIMMONS	3/19/2004
JAMES R. CRATTY	3/20/2004
J.B. MCKELVY	4/19/2004
JAMES ROLLINS	4/20/2004



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: June 23, 2004

Mailing: July 7, 2004



PERIODICALS

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