



# RUPANEWS

Journal of the Retired United Pilots Association

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July, 2004



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### The late Captain George Howson, President Emeritus

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

## COMMITTEE CHAIRMEN

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

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## RUPANEWS

**Editor** Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Tel (916)-689-5358

*Ted Larusson:* [tlarusson@comcast.net](mailto:tlarusson@comcast.net)

RUPA Website - [www.rupa.org](http://www.rupa.org)

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## PRESIDENT'S MESSAGE

Fellow RUPArians, United Airlines and its bankruptcy loomed very large over the nations news this past week. The decision by the federal Air Transportation Stabilization Board to deny United Airlines' application for a \$1.6 billion loan guarantee caught most of us by surprise. United wasn't asking the government for a loan but to just guarantee the loan from outside banks. Don't you find it a bit ironic that the board turned down United's application the same day the House of Representatives passed a pork-laden \$155 billion bill to cut many corporate taxes, pay \$10 billion to tobacco farmers who give up the right to price-support quotas and otherwise squander your money while adding \$34 billion to the national debt. If the government is going to hurl handouts to other businesses without even asking for repayment, it makes no sense to deny a loan guarantee to a company like United that has shown it can cut its costs, pay its bills, and keep providing the 63,000 jobs that it contributes to the American economy. The above was taken from the Denver Post. United is in the process of submitting a revised application, perhaps requesting a lesser guarantee. Hopefully, by the time you read this, the Board will have reconsidered.

Most of us have seen a brief summary of our modified medical benefits. We owe a big debt of gratitude to the volunteers on the pilot's section 1114 committee who met with the company to hammer out this agreement. The negotiated agreement is much better than the proposal first offered by the company. A more detailed description of the new plan should be arriving in the mail shortly.

I would like to bring you up to date on our registrations for the Wall of Honor. As of this writing, 502 names have been submitted, including the 65 Charter Members. Forty-four of you have donated from \$200 to \$500, twenty-six have donated from \$500 to \$1,000, and four have given over \$1000. We are just half way to our goal of 1,008 names for a full panel. There is still time to get on the panel; I will print a notice in a future issue as to the close out date. If you submit a gift of \$500, the extra \$400 allows an inclusion of a photo to be attached to the profile. There is no limit to the length of the profile or what you include in it. For the sake of uniformity, all names will be engraved at the same size with out a prefix or suffix, e.g., no Capt, Captain, USAF (Ret.), etc. Make sure when you submit an application form, it has the RUPA code on it, or write clearly on your application form: Source Code RUPA 02. When you receive your Certificate acknowledging your donation, it will not mention the RUPA panel since it is an acknowledgment of your donation to the National Air and Space Museum.

There are still cabins available for the Cruise to Alaska. If you wish to obtain transportation from the hotel to the ship, contact Joe Ferrie for a reservation. That's it for now.

Fraternally, *Rich*

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## EDITOR'S REPORT

It has been noticed that some members have issues or messages that they would like to share with the other members. Using their birthday letters to accomplish this seems the best solution as it prevents the *RUPANEWS* from becoming an open forum, which is not its intent.

However, politics and other things that Jock would not print are still not acceptable. Also, the length of the letter is capped at two full columns; one whole page. Hopefully, we won't see fifty full length letters in an issue; I think most people are too busy living.

Sincerely, *Ted*

<p align="center"><b>United Airlines Retired Pilots Foundation, Inc.</b></p>
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<p align="center">Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>
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## DANA POINT RUPA LUNCH

Tuesday, June 14th 2004. We had a little bit of a smaller group this time, only 13, because Ted Simmons and Joe Udovch were on a family vacation. We also had a nice gentleman there as a guest who was an Alaska bush pilot. We also had two of our pilots, Don and Dave, that were no shows for a long time, but were welcomed warmly by the group.

It was a nice thin overcast warm day, sitting by the beautiful harbor watching the tiny Kayaks and the big commercial fishing boats gliding past us. We are all so glad to be here in Sunny So. Cal. The mood was upbeat, and the conversations ran from Jokes to the slight profit that UAL showed this week; and our histories that we compared.

Attending today's luncheon, were: Park Ames, Bruce Dunkle, John Gradey, John Grant, Jim Keeshah, Bill Meyer, Bill Rollins, Bill Stewart, Tony Testa, Don Aitken, and Dave Bravender.

The food and the service were great like always, and the atmosphere was very positive.

It is always a real pleasure to attend these luncheons. Regards to the group, *John Grant*

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## NORTH COAST FLYERS

May 2004. The May gathering of the Cleveland Crazies at *TJ's* in Wooster gave us the best turnout we have had in months. Read the snow birds are back.

Dave Henry joined us from his home in Florida and to our pleasure an appearance by the Cleveland Crazies own financial advisor Dave Fuller who stopped in for a visit while out on a ferreting expedition. Don't ask!

Bill Christie and Don Karaikos also back, with the buzzards to Hinckley, for the summer. Dick Orr, Gene White, Bill Dilzell, Rick Ogden, Ed and Barb Griffith, Dave Suits, Dick and Mary Lou Sanders, Ken Wheeler, Phil Jach, and Vic Popelars rounded out the largest group we have had in quite a while.

A louder than usual, but fun nonetheless afternoon of stories and laughter. We needed the break, and look forward to the 5<sup>th</sup> of June in Olmsted Township. *Rich*

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## NORTH COAST FLYERS

June 2004. The weather was touch and go (rather appropriate) but did hold out for the June gathering of the North Coast Flyers or better known as the Cleveland Crazies. My very tolerant wife, Carol, and I were pleased to host the mid year gathering, and to see many friends.

Up from Florida, Rip and Shirley Curtis, Ellis Sweat, Bob Lang (Dawn was on her way to Tokyo), and Jan Miller. From Denver, Tom (he is retired) and Cindi (she is still flying) Gordon. Carl Christensen was due here from the mountains but reports have him broken down in Nebraska. Sorry we missed you Carl. A surprise visit from Jim Murray, down from Cape Cod, was a great pleasure and a great chance to catch up with him.

Local celebrities, Bill and Nancy Dilzell, Rick and Ronnie Ogden, Joe and Vickie Getz, Victor and Brigitte Popelars, Rick and Lisa Dubinsky, Bob and Liz Olsen, Gene White and former ROC contractor Dee Kraft, all added to a wonderful afternoon and evening rehashing old times and young people (we were once!).

Everything stopped about 6:30 pm to watch Smarty Jones's attempt at the Triple Crown, and then back to the tales, food, drink and an occasional Jim Poulter story. Jim was unable to come in from Michigan with his lady, although he did call with some rather pointed comments about his previous employer. Another CLE Crazy, unable to attend because of a family (eleven of them) trip to Hawaii, Big Ed Rooney, called with his good wishes and regrets. A number of our regulars were unable to attend because of family or travel conflicts as well as some health problems. We do hope to see all next month at TJ's restaurant in Wooster, healthy and in good spirits.

To those of you who could not come, we missed you, and to those who did come, it was our privilege and our pleasure. Thanks, *Richard & Carol McMakin*

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## RUPA NOR'EASTERS LUNCHEON

The RUPA Nor'Easters met on May 4th at the historic *Oxhead Tavern* in Sturbridge MA.

In Attendance were Joe & Pat Ferrie, Jack & Janet Hansen from Madison CT, Bruce Williams from Yarmouthport, MA, and Ron & Marie Jersey from Portland Maine. I was particularly pleased to have the Hansens join our group.

It was brought to my attention by Joe Vitelli that our name is the same as RUEA's Nor'Easters, so I have added RUPA to our title to avoid any confusion. We plan to have the next meeting in Portsmouth New Hampshire sometime on October. Ron Jersey is in charge of the site and time. We invite all to join us. Regards, *Joe Ferrie* [jferrie@charter.net](mailto:jferrie@charter.net)

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## NYSKYSCRAPERS LUNCHEON

June 2004. 72 pilots and spouses attended our semi-annual luncheon at the *Montclair NJ Golf Club*.

Unfortunately, Jack and Elizabeth Smith, the club members who made this all possible, were involved in an auto-accident enroute to the luncheon and missed the gathering. The good news is that they weren't hurt!

Announcements were held to a minimum, the food was good, the air-conditioning was working well, and we enjoyed great camaraderie. What more is there to say.

Ray and Sharon Amato, Howie Aronson, Bob Beavis, Bud and Mary Berlinger, Bill and Lou-Jane Bickert, Ron and Marge Bouchard, Jim and Elizabeth Brady, Chuck Brown, Jan and Pattie Conover, Bob Davison, Ed DeChant, Mike DeMeo and Diane Mantie, Ron and Betty Denk, Todd and Joan Donahue, Wes Erbe, Skip and Billie Fairman, Mike and Clare Gallagher, Bump Hanley and his daughter Carol Hooey, George and Patsy Haslett, JJ Hill and Glinda Talley, Chuck and Nancy Hughes, Ron Jersey, Bruce and Rose-Marie Kutz, Harry and Jane Lloyd, Don and Carol Matheson, Mac and Janet McFarland, Augie and Margaret Miller, Al Mitchell, Rip Munger, Jerry O'Donnell, Dave Ormesher, Ab and Ann Rainbow, Ned Rankin, George Schnell, Jerry Schlichter, Bob and Maggie Seits, Irv and Mary Soble, Pete Sofman, John and Linda Stewart, Al Venskus, Watts and Phyllis Waddell, Chuck and Helen Wagner, Lyn and Martha Wordell, and Jim and Millie Wright. -- *Pete Sofman*

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## SFO NORTH BAY LUNCHEON

The June gathering at the *Petaluma Sheraton's "Jellyfish Grille"* was well attended, with 24 folks in attendance. Several "first-timers" were welcomed, and we hope they'll become regulars. Memories were exchanged, as was the present UAL situation, with the attendant concern for the retiree's welfare. Those not in attendance were also cussed and discussed! (Not really! Well sorta!)

"Founding Father Leon Scarbrough finally showed, to everyone's great anticipation!

Attendees were: Bill McGuire, Steve Dunicliff, Carolyn Biggs, Dan Bargar, Dick/Carol Hanna, Bill Greene, Jim Mansfield, Whitey Myers, Milt Jines, Leon Scarbrough, Gardner/Sheila Bride, Dee/Larry Whyman, Floyd Alfson, Gary Koverman, John Reed, Woody Lockhart, Sam/Mickie Orchard, Cleve Spring, and your reporter. I know that's only 23. I missed getting one on the sign-in board. (How many "atta-boys" does it take to erase one "DS"?, I've forgotten!)

Next gathering...July 1st, (first Thursday), 12:30 to ?, *Petaluma Sheraton*. For further info: fatherdon@aol.com or 707-585-1882. Come join us!

<p><b>United Airlines Historical Foundation</b></p>
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<p>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</p>
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## BANKRUPTCY UPDATE

Dear Fellow RUPArians:

I am writing this on June 22 to allow for *RUPANEWS* printing and mailing requirements. By the time you read this, you should have received the report from your Pilots Bankruptcy Section 1114 Committee and you may have received a separate package of material from United Airlines relating to your insurance benefits. Please study the material and weigh any alternative choices carefully. If you have questions, call the United Retiree Service Center at the telephone number given, or at (800) 825-0188, Monday through Friday, 7:00 a.m. to 7:00 p.m., C.D.T.

A negotiated settlement was reached on June 9, 2004 between United and a Coalition of representatives regarding changes to Medical Insurance Benefits. The Pilots' Committee was instrumental in forming this Coalition and in helping to hold it together to achieve a better outcome than could likely have been reached by individual representative groups. This settlement is substantially better for retirees than the Company's proposal. While there are some cost increases for the first few years, the effect of cost inflation on retiree contributions in future years has been limited.

As you may know, the Section 1114 Committee was appointed by the Bankruptcy Court Judge Eugene Wedoff to represent the retired pilots in negotiations with United over the Company's proposed changes to the retirees' medical plan. United urged the Judge to appoint a single Committee to represent Pilots **AND** Salaried and Management (S&M), to be composed of the Company's nominees.

Attorneys representing the United Retired Pilots Benefit Protection Association (URPBPA) strongly opposed United's request. Judge Wedoff agreed with URPBPA's position, appointing separate Committees for Pilots and for S&M and personally selecting each Committee's members from those who had submitted applications to serve.

These two separate Committees were made up of Members dedicated to advocating for the best interests of their respective retiree groups. The Members knew that a Coalition speaking with one voice would be a more effective bargaining group and be better prepared at trial, if negotiations failed. Without these two Committees, the powerful Coalition that achieved such a good result would likely never have been created.

So, to the three thousand retired pilots who have joined URPBPA, and who, through their dues payments have made this settlement possible, I say – "Thank you - without your support there would have been no URPBPA to intervene in this Section 1114 process regarding retiree medical insurance."

Following the June 17 ATSB rejection of UAL's loan, industry "experts" are forecasting United's need to reopen contract talks with active employees and consider termination of pension plans. Just as with Retiree Medical, ALPA will likely not defend retirees' pensions or battle the PBGC if retired pilots receive improper treatment. URPBPA is the only organization that can help, but only as long as it has the funds to do so – and these funds can only come from retired pilots' dues contributions. If you are not a member, shouldn't you join? For URPBPA information go to: [www.ualpilotpension.com](http://www.ualpilotpension.com)

Fraternally,

*Jerry Tenstiege.*

Member, Section 1114 Committee and  
Secretary, URPBPA Board of Directors

### **How to renew your subscription to the *RUPANEWS***

We constantly get calls from members wanting to know their status in reference to the \$25 postage fee. You can answer this question for yourself by checking your RENEWAL DATE which you will find on the address label on the back page of your most recent copy of the *RUPANEWS*  
Send check to Cleve Spring, 1104 Burke Ln, Foster City, CA 94404-3636

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## FROM PILOTS SECTION 1114 COMMITTEE

### BRIEF SUMMARY OF THE AGREEMENT TO MODIFY RETIREE MEDICAL BENEFITS

After United proposed to modify retiree medical benefits, representatives from the AFA, IAM, TWU, PAFCA, IFPTE, the Salaried and Management Committee and the Pilots Committee formed a Coalition to meet and negotiate with United as provided under the Bankruptcy Code. Agreement was reached between United and the Coalition on June 9, 2004.

Below is a very brief summary of the Agreement. The Committee will very soon be mailing to retirees a copy of the agreement, a more detailed description of the new plan and some examples of how the plan will affect retirees.

**DRUGS:** Mail order drugs at \$16 for generic and \$48 for name brand, with **NO** annual increases.

**PPO Plan:** Retirees will join actives in the Company's PPO Plan, with deductibles at \$250 single/\$500 family and annual out of pocket maximums at \$1,500 single/\$3,000 family, 80%/20% cost sharing and unlimited lifetime maximum.

**Pre-Medicare:** Monthly payments using existing percentage cost sharing to continue, plus a surcharge. For charges from providers not in PPO network cost sharing to be at 60%/40% with lifetime \$500,000 per person maximum. Maintenance of benefits vs. coordination of benefits will apply.

**Post-Medicare:** Monthly payments using existing percentage cost sharing to continue until it reaches 50%/50% and then stay at 50%/50% through 2010, plus a surcharge. Control of increases in years after 2010 to a maximum of 4 ½ %/year. Maintenance of benefits vs. existing coordination of benefits. This means that with Medicare as primary payer, out of pocket \$1,500 per person limit must be reached before United begins contributing at 80%/20% cost sharing.

**Surcharge:** A surcharge will be added to insurance charges: in 2004 @ \$22/person/month for pre-Medicare, \$16/person/month for post-Medicare, increasing annually to \$32.23/\$23.44 in 2010, and then at capped @ 4 ½%/year.

**Life Insurance:** Company paid life insurance will be cancelled. The savings from this cancellation been applied to reduce the cash that would have come additional retiree medical payments. The Medicare Part D Drug Plan credit will also be applied.

This new plan is more costly to retirees than our existing plan. It is far better than what was proposed by the Company. Cost escalation is controlled by fixing the drug costs and limiting future monthly cost increases.

### **ABOUT THE COVER: Boeing 737-300**

This month's picture is another taken by Nic Summers, a Flight Dispatcher for United at ORD. Nic has a website, [www.jetphotos.com](http://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](mailto:nsvr6@comcast.net).

The first generation 737s (737-100s and 737-200s) were first ordered in 1965 and were delivered in December of 1967. Since that time, Boeing has continually modified its smallest line of jets, resulting in the current generation of 737s, which includes the enlarged 737-300 (first delivered in 1984 to USAir).

The 737-300 breathed new life into the 737 featuring a lengthened fuselage, revised systems, fuel-efficient CFM International CFM56 turbofans, and a glass cockpit. A new family of variants was subsequently introduced, comprising different payload/range combinations.

This allowed the 737 to become the world's best-selling airliner, 2,773 orders received by April 1990.



Sent: Friday, June 18, 2004 4:56 PM

Subject: Glenn Tilton's - ATSB loan guarantee

### GLENN TILTON'S EYE-ON-UA MESSAGE TO EMPLOYEES

Hi. It's Glenn and I'm calling from Chicago, having just returned this morning from Washington, DC, where I have been in discussions regarding the company's ATSB loan guarantee application.

I know you will have heard by now, that yesterday the ATSB notified the company that it had voted to deny the application.

Since we were in the midst of discussions about modifications to our application that would make it acceptable to the Board, we were, as we said in our statement to the press, "perplexed" by the notification, and we certainly thought that a decision was premature.

It seemed unlikely that the Board was made fully aware of modifications that United was willing to make.

Two of the three agencies of the ATSB have already indicated their willingness to reconsider the decision if United presents additional information. And we very much appreciate the opportunity that they have extended to us.

We are accepting their offer for reconsideration and we will be sending a letter to them today to that effect.

I want to make it clear to everybody on the call that the situation today is quite different from December 2002. We expect our remaining discussions with the ATSB to happen in a matter of days, not weeks, and we hope to wrap up the process very quickly.

While the ATSB voted not to approve the application, their rationale for doing so was, in fact, an endorsement of both the hard work that we've done to date and the fundamental strength of the company's business plan.

They noted the positive steps we have taken since entering Chapter 11 to lower our costs, strengthen our relative competitive position, and improve our governance structure. And, they have clearly left the door open to further discussion, and we'll continue to work with the Board in the days ahead.

While some of us will focus on the ATSB process, the rest of our employees are going to focus on continuing to do good work and delivering operational excellence. I know that you're going to stay focused on our customers. I know that you're going to continue to deliver high-quality service and good value for our customers' money. We'll focus on containing costs wherever we can. And we're going to continue to operate an airline that is a safe airline.

We have proven that we can focus on fundamentals despite distractions, and we're going to continue to do so.

In the meantime, until I talk to you again, keep your heads up, stay United, stay focused and I'll talk to you soon.

#### ZITS Jerry Scott & Jim Borgman





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## PERFECT

The preacher said: "There's no such thing as a perfect man. Anybody present who has ever known a perfect man, stand up." Nobody stood up.

"Those who have ever known a perfect woman, stand up."

One demure little woman stood up.

"Did you ever know an absolutely perfect woman?" he asked, somewhat amazed.

"I didn't know her personally," replied the little old woman, "but I have heard a great deal about her. She was my husband's first wife."

## **COME JOIN THESE RUPARIANS ON THE CRUISE**

**The RUPA Cruise is only two (2) 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	Carl & 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	Rex & Linda May	Lew & Marlene Mellville
Monty Mendenhall & Guest	Dick & Aud Mitchell	Kent & Chris O'Brien
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](mailto:lreel@chipreit.com)**

**Room rate is \$89 per night**

**Identify yourself as being with the Retired United Pilots' Association**

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## 2004 RUPA CRUISE TO ALASKA INFORMATION

Date of Cruise: September 19, 2004

7 day Roundtrip out of Seattle

On The

Holland America *MS Amsterdam*

Check out deck plans and staterooms on the internet

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

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

### Inside Cabins:

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

### Outside Cabins:

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

### Verandah Cabins:

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

All cabins are subject to availability.

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

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

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

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

### Send all correspondence to:

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

## ALASKA RUPA CRUISE HOTEL INFORMATION

The Radisson Hotel Seattle Airport

17001 Pacific Highway South, Seattle, Washington 98188

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

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

Room rate is \$89 per night

Identify yourself as being with the Retired United Pilots' Association

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## 2004 RUPA CRUISE TO ALASKA BOOKING SHEET

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

NAMES \_\_\_\_\_

ADDRESS \_\_\_\_\_

Telephone(s) \_\_\_\_\_ email address \_\_\_\_\_

Mariner Numbers (Previous Holland America Guests) \_\_\_\_\_

Dining Preference Main \_\_\_ Late \_\_\_

\_\_\_ Inside Cabin Category \_\_\_ Cabin Number \_\_\_\_\_

\_\_\_ Outside Cabin Category \_\_\_ Cabin Number \_\_\_\_\_

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

Total Price per Person \_\_\_\_\_ Total Price per Cabin \_\_\_\_\_

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

Balance \_\_\_\_\_ due on or before June 15, 2004

\_\_\_ Check made out to Jerry's Travel Service

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

Name on Credit Card \_\_\_\_\_

Credit Card number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Cancellation Penalties:

75-46 Days prior sailing \$350 per person

45-16 Days prior sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER \_\_\_\_\_ BOOKING DATE \_\_\_\_\_

CONFIRMATION SENT \_\_\_\_\_

OTHER INFORMATION \_\_\_\_\_

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## **BUILD THE HEART OF A WARRIOR**

### ***And Stop Breaking It Down With Grueling Exercise***

By Al Sears, MD

The American Heart Association tells you that any "cardiovascular exercise" will make your heart stronger. That would be great ... if it were true. But the truth is that modern exercises commonly recommended for your heart actually make it weaker. They can signal your heart to become smaller, with less capacity to adapt to changing demands.

Among the worst exercises for your heart are the most popular: long-duration exercise. This is why endurance runners can drop dead in the peak of "cardiovascular health". Let me explain.

First, your heart doesn't need endurance training. It has never stopped beating throughout your lifetime. Isn't that enough endurance? If you repeatedly train your heart to adapt to moderately high output for longer and longer intervals, it will have to give up other things—such as strength, maximal power and reserve capacity. But those are exactly the attributes your heart needs.

Strength, power and reserve capacity allow your heart to meet real-world demands. The only way to build up strength in your arms or legs is to physically challenge their power. Your heart is the same way. You need to challenge its power, not endurance, to make it stronger.

Today, I'd like to show you different kinds of exercise to improve your heart's strength and adaptability. And the best part is you can do them in less than ten minutes a day.

### **Are You Running to an Early Grave?**

My first realization that long-endurance cardiovascular exercise weakens your heart came at a marathon. Throughout the race, pale runners stopped to check heart function at preset cardiac booths. Exhausted racers collapsed at these booths as their heart rates went violent.

I will never forget helping ready a collapsed runner for transport to the hospital. He appeared to be in his early 30's but he couldn't answer my questions. He clutched his chest with both hands. His eyes rolled back in his head and his lips turned blue as I put on an oxygen mask. Even as a medical student, it was obvious. He was having a heart attack.

I encountered another runner in heart trouble less than 20 minutes later. He was on a stretcher awaiting emergency evacuation. He had stumbled to the triage station with a sudden onset of weakness and dizziness. He had a dangerous type of irregular heart beat I had seen before in elders. But this frightened young man was barely 20.

According to conventional wisdom, endurance cardiovascular exercise protects the heart. These athletes should have had the strongest hearts on the planet. Yet they were dropping like flies from heart problems usually found in the very sick or elderly. Something was definitely very wrong.

I decided that day that I would never condition myself to run long distances. The idea of running for miles everyday never excited me anyway. And, thankfully, it's just not what your heart needs. Lack of endurance isn't the cause of heart attacks.

### **A Heart Attack Waiting to Happen**

Most heart attacks occur in one of two situations. One is during a period of rest. You may be watching TV after dinner. In these cases there is a spasm of the coronary artery or a blood clot that blocks blood flow to the heart. Endurance is not a factor.

Researchers in Barcelona, Spain found that long-duration exercise predisposes athletes to this kind of heart attack by increasing triglycerides and oxidation of cholesterol. After a continuous run, researchers took blood samples from the runners. The long-duration exercise

increased both the blood levels and oxidation of LDL (bad) cholesterol and triglycerides.<sup>1</sup> The oxidation of these substances is often a trigger of heart disease.

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Worse yet, a report in the American Journal of Cardiology found that endurance runners had something ominous lurking in their blood after their runs. The runners all had disrupted balances of blood thinners, elevated clotting levels, and elevated inflammatory factors.<sup>2</sup> All of these factors are common in people experiencing heart distress!

To prevent this kind of heart attack, you must prevent abnormal inflammation and oxidation of the arteries. You can find my specific program for this in the article "Put Out

the Fire: Extinguish the Real Cause of Heart Disease" in your December, 2003 *Health Confidential for Men*.

### **The Sudden-overload Heart Attack**

The most feared and most common heart attack occurs when your heart experiences a sudden increase in demand. You may lift a heavy object, receive a sudden emotional blow, have a strenuous orgasm, be frightened or be in some sort of fight. The sudden demand for cardiac output exceeds that heart's capacity to rapidly adapt. You can prevent this kind of heart attack with a different approach to exercise.

You must strengthen your heart so that it can provide greater cardiac output on demand. But you can't do this by exercising for long periods. If you exercise continuously, for more than about 20 minutes, you actually induce the opposite response. You are forcing your heart to become more efficient. Greater efficiency means "downsizing" your heart. You give up maximal capacity because smaller can go further.

Think of it this way: A Pinto can go further than a Ferrari with the same fuel. If you take frequent long trips but never have to go very fast or carry a heavy load, you are better off with the Pinto. But if some hooligans unexpectedly threaten you on the road—you'd be glad you had the power and speed of the Ferrari on hand.

This is a simple concept. But can you increase your heart's maximal speed, power and reserve capacity? The answer is an unconditional **yes**, you can. I did it myself years ago. Many hundreds of my patients have done it since. Now you too can power up your heart, but you

have to be willing to drop the old conditioning methods.

### **Cranking-up Your Heart's Power**

In last month's letter, I showed you how my P.A.C.E.<sup>TM</sup> (Progressively Accelerating Cardiopulmonary Exertion) program can help you more efficiently burn fat. It mimics the demands of your natural environment to keep you lean. With some slight modifications, P.A.C.E.<sup>TM</sup> is also the best program to strengthen your heart. It has produced dramatic results in my cardiac patients.

P.A.C.E.<sup>TM</sup> is a progressive plan that focuses on short bouts of high-intensity exercise. These principals are precisely what strengthen your heart. Exercise is best when you do it at a high-intensity level. But high-intensity exercise can be grueling to do and may be dangerous,

especially in elders.

The solution is two-fold. **One**, increase the intensity only gradually as you become used to the exercise.

**Two**, break exercise into very short bouts.

When you do this it's actually more enjoyable, more effective and safer than longer exercise at lower intensity, and I can prove it. In fact, studies prove that exercise at a high level of intensity lowers the risk of coronary heart disease and increases longevity.

Much information about heart health has come to us from a large Harvard Health Professionals Study. Researchers followed up with over 7,000 of the study's participants. They found that the key to exercise is not the length of time. It is the intensity of effort.

The more energy a man exerts, the less risk he has of developing coronary heart disease.<sup>3</sup> And these men have a lower chance of having a heart attack.

High-intensity exercise can also make you live longer. Another Harvard study compared vigorous and non-vigorous activity in association with risk of death. Those who performed more vigorous activities had a lower risk of death than those who performed less vigorous activities.<sup>4</sup>

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The best way to get highly intense workouts is to break the activity into short bursts. It is much easier to maintain higher intensity if it is only for a short period. And be sure to rest a little in between bouts of activity for best results.

Now, let's see how you can adapt P.A.C.E.<sup>TM</sup> to your heart.

### **P.A.C.E.<sup>TM</sup> Your Heart**

To use P.A.C.E.<sup>TM</sup> effectively, your exercise program must be *progressive*. This means gradually applying more effort to your workout each week. And, remember, you're increasing the intensity of your exercises, not the duration. Begin light and gradually pick up the pace or add resistance as your capacity increases.

The second principle of P.A.C.E.<sup>TM</sup> is *acceleration*. In other words, get up to speed a little faster in the next session than you did in the last. When you are deconditioned, it will take several minutes to gear up your breathing and heart rates. As you get more accustomed to the challenge, you will respond faster.

As you get into better shape, you will increase the intensity in each session and increase the intensity earlier in each session. When you apply these principles you are conditioning your heart to gradually improve its speed at adapting to sudden increases in demand. This capacity for acceleration is key to preventing heart attacks.

You must do one other thing differently than standard exercise of the past. As your conditioning increases, *decrease* the duration of the exercise interval. Use briefer and briefer episodes of gradually increasing intensity. This avoids trading endurance for maximal power.

### **My P.A.C.E.<sup>TM</sup> Plan, Modified to Strengthen Your Heart:**

- Start with 20 minutes every other day at a gentle pace.
- Break those 20 minutes into two 8-minute intervals with 4 minutes of rest in between as you get into better shape.
- After a few weeks, break those 20 minutes into four 4-minute intervals with 2 minutes of rest in between.
- Continue to break your exercise into shorter intervals at your own pace.

When you are well conditioned, you will be using "mini-intervals". For instance, my intervals for hiking are less than a minute followed by a minute of rest repeated for eight intervals.

You can use any activity that will give your heart a bit of a challenge. My favorites are swimming, hiking, running and elliptical machines. I switch off between them to keep it fun and lower the chance of "overuse injuries." What you use will depend on your level of fitness. The important thing, again, is that the challenge advances gradually through time.

### **Monitoring Your Heart's Progress**

Your heart rate is a great way to monitor your heart's adaptation. It is the sole measurement that focuses on your heart's performance. You know that you are giving your heart a challenge by checking its rhythm. Your goal is to raise your heart rate, raise it fast, and recover quickly afterward.

You can take your pulse on your wrist or neck. You will need a watch with a second hand. Count your pulse for 15 seconds and multiply by 4 to get your heart rate. You can also get fast and accurate results with an exercise heart monitor. They are available over the Internet and in

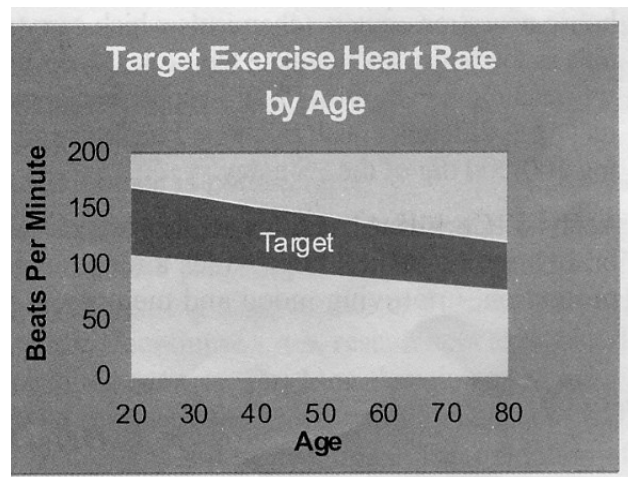
most fitness shops. I wear a heart rate watch that gives me my pulse continuously while I exercise. I bought one made by Timex for \$100 at Wal-Mart.

In order to challenge your heart, you first need to understand how fast it can go. This is *your maximum*

*heart rate*. It is a good approximation of how fast your heart can safely go for short bursts. You can find your maximum heart rate by subtracting your age from 220. So if you are 55 years old, your maximum heart rate is 165.

In order to create a challenge, you will stimulate your heart to beat at a pace that is 55-85% of your maximum heart rate. This is your *target range*.

<b>8 Weeks To A Warrior Heart: Your Target Heart Rate</b>				
<b>Age</b>	<b>Week</b>			
	<b>1&amp;2 (55%)</b>	<b>3&amp;4 65%</b>	<b>5&amp;6 (75%)</b>	<b>7&amp;8 (85%)</b>
20	110	130	150	170
30	105	124	143	162
40	99	117	135	153
50	94	111	128	145
60	88	104	120	136
70	83	98	113	128
80	77	91	105	119



Challenging your heart is safe and effective because you do it in small steps, over the course of several weeks. This is not about *pushing* your heart to do this all at once. You need to coach your heart to beat faster a little at a time. Eventually you will also coach your heart to

beat fast sooner in your workout. This *coaches* your heart to become a "warrior," ready on demand.

I've laid out an 8-week program that will safely build your heart into a powerhouse. Use the graph to find your age. Every 2 weeks you will need to exercise more intensely in order to boost your heart rate higher, faster.

At first, you should expect your heart rate to be at the lower end of your target range. But as the weeks go on, challenge your heart a little more. With time, you not only challenge its rate, but also challenge the rate to *rise higher faster*.

After the 8-week program, take a week off. Now start back at the beginning but use a more vigorous exercise to induce the same cardiac response. For instance, if you walked during the first cycle, add short bursts of jogging now. If you used circuit training, increase the resistance for the second round.

Soon, you could have the heart of a man half your age. That's what happened to me. Conventional tables do not account for what happens if you exercise to specifically improve your heart's responsiveness. Yet, thanks to P.A.C.E.™, my heart routinely exceeds the published targeted performance of a 20 year old. You can use the same techniques to increase your heart's strength and capacity.

1 Sanchez-Quesada J., et al. Atherosclerosis. 1995 Dec;118(2):297-305.

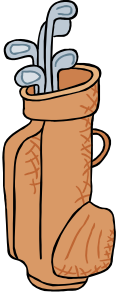
2 Siegel A., et al. Am J Cardiol. 2001 Oct 15;88(8):920-3

3 Lee I., et al. Circulation. 2003 Mar 4;107(8): 1110-6.

4 Lee I., et al. JAMA. 1995 Apr 19;273(15): 1179-84.

**HEALTH CONFIDENTIAL FOR MEN / VOLUME 3 \* NUMBER 2 / February 2004**





# First Annual Council 12 Golf Outing

Tuesday September 14, 2004

Chalet Hills Golf Course – Cary, Illinois  
18 Holes of Golf w/ Cart and Barbecue Dinner  
United Pilots, Family and Friends Welcome

Mark your calendars! Contact ALPA Council 12 at: [ual12@attglobal.net](mailto:ual12@attglobal.net)



## "The Class of 2004" ALPA UAL Council 12 Retirees – Tentative List (6/2/2004)

The following is a tentative list of the Year 2004 Retirees from Council 12. If we have missed someone or if anyone listed plans to retire from another council, please contact the Council 12 office at (847) 297-2030 or via e-mail at [ual12@attglobal.net](mailto:ual12@attglobal.net).

Andrade, Capt. Martin G.  
Balestra, Capt. Louis J.  
Baugh, Capt. Howard L.  
Benton, Capt. Jeffrey C.  
Boeckmann, S/O Robert F.  
Brablec, Capt. Douglas D.  
Brand, Capt. William R.  
Brown, F/O Edward C.  
Burns, Capt. Charles M.  
Burton, Capt. Thomas A.  
Chapin, F/O James M.  
Ciucci, Capt. Donald H.

Connor, Capt. Robert L.  
Coris, Capt. Edward E.  
Delhotal, F/O Suzanne M.  
Dorsey, Capt. Louis W.  
Dvorak, Capt. Douglas C.  
Finzer, Capt. Melvern K.  
Gunkler, Capt. Walter A.  
Johnson, Capt. David W.  
Kennedy, Capt. Edward F.  
Kenney, F/O Paul E.  
Kotlicky, Capt. Howard J.

Lane, S/O Michael R.  
Loftus, Capt. Thomas P.  
Lund, Capt. Douglas R.  
Maly, F/O Donna L.  
Miller, Capt. Jon P.  
Morrison, Capt. Joel T.  
Naumann, F/O Margaret R.  
Nelson, Capt. Ellis S.  
Nichols, Capt. Robert B.  
Oden, Capt. Kenneth J.  
Parthen, Capt. Warren J.

Pearson, Capt. Douglas A.  
Ringwalt, Capt. David L.  
Sellars, Capt. Roy O.  
Soliday, Capt. Edmond L.  
Storer, Capt. Harold S.  
Thews, Capt. Patrick A.  
Tidler, Capt. Dean A.  
Trevis, Capt. Adrian C.  
Warfield, Capt. Luke R.  
Wendrock, Capt. Robert F.  
Wilhelm, Capt. John F.  
Williams, Capt. Dan E.

## 2004 ALPA Council 12 Annual Membership Party – Info & RSVP Form

### Friday – September 24, 2004

TIME: 6:00/Social hour – 7:30/Dinner – Cash bar  
PROGRAM: RETIREE RECOGNITION – Music  
LOCATION: **The Westin O'Hare, 6100 River Road, Rosemont, IL 60018**  
**1-800-WESTIN-1** or (847) 698-6000  
ROOM RATE: \$99.00 (plus tax) single or double  
ENTRÉES: Cajun Roast Strip Loin with Creole Mustard Sauce Served with Roasted Potatoes & Grilled Vegetables – or – Adobo Pork Chop with Balsamic Demi Glaze Served with Benchmark Potatoes and Green Beans & Julienne Carrots – or – Herb Grilled Chicken Breast with Tomato Relish Served with Rice Medley & Green Beans & Julienne Carrots  
MENU: Wine, Assorted Rolls & Butter, Heartland Vegetable Soup Fresh Seasonal Greens with Feta Cheese & Tomatoes Served with Champagne Vinaigrette & Ranch, and for dessert, Mango, Lemon & Raspberry Sorbet Trio Freshly Brewed Starbucks Coffee & Assorted Teas.  
COST: **\$60 per person**



### **RSVP Deadline – Tuesday – September 10**

Mail check payable to: **Council 12 Retirement Party, c/o ALPA Council 12, 2350 E. Devon Ave., #231, Des Plaines, IL 60018**

Pilot's Name: \_\_\_\_\_ Entree Choice: Beef  Pork  Chicken

IN WHAT YEAR WERE YOU HIRED: \_\_\_\_\_ WHAT IS/WAS YOUR RETIREMENT YEAR: \_\_\_\_\_

Address: \_\_\_\_\_ Phone #: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Spouse's/Guest's First/Last name: \_\_\_\_\_ Entree Choice: Beef  Pork  Chicken

RESERVED SEATING – Deadline: SEPTEMBER 10

Tables of up to 10 people may be reserved. Please reserve table(s) under ONE name or identifier.

Reserve \_\_\_ table (s) under the name of: 1. \_\_\_\_\_ – Please list those with whom you would like to sit:

\_\_\_\_\_

**DINNER PROGRAM ADVERTISEMENTS:** RETIRING HONOREES AND ONE OF THEIR GUESTS ATTEND FREE OF CHARGE. IN THE PAST, DONATIONS AND SEMINARS HELPED TO DEFRAY THE COST. THE DINNER PROGRAM INCLUDES "ADVERTISEMENTS" IN THE FORM OF SPECIAL MESSAGES TO THE RETIREES. PLEASE REVIEW THE LIST OF RETIREES – CLASS OF 2004 – AND CONSIDER DONATING TOWARD THE EVENING WITH A **TASTEFUL AD**. YOUR MESSAGE MAY BE HUMOROUS OR SERIOUS; MAY INCLUDE ANY PICTURE OR ARTWORK YOU PROVIDE. PLEASE INCLUDE YOUR AD WITH THE DINNER RSVP. **DEADLINE: AUGUST 20**

COVER (INSIDE COVERS & BACK) - \$250 \_\_\_\_\_ FULL PAGE - \$100 \_\_\_\_\_ HALF PAGE - \$75 \_\_\_\_\_ QUARTER PAGE - \$50 \_\_\_\_\_

BUSINESS CARD - \$25 \_\_\_\_\_ "YOUR NAME ONLY" BOOSTER - \$10 \_\_\_\_\_ TOTAL ADVERTISEMENT: \$ \_\_\_\_\_

Would you like to contribute extra for our guests, the Retirees & the Flight Office Staff \$ \_\_\_\_\_  
Total Dinners at \$60 each \$ \_\_\_\_\_

SEMINAR RESERVATION INCLUDED: \_\_\_\_\_

Grand Total – Amount Enclosed \$ \_\_\_\_\_

## WHY YOU SHOULD GET A HEALTHY TAN THIS SUMMER

By William Campbell Douglass, M.D.

Spring is here again (unless you are from Duluth or Tahoe—you'll have to wait until next month), and that means it's time for me to commence my annual attack against the dermatologists, sunscreen racketeers, and eyeshade peddlers.

Let's put it right up front so there's no confusion: (1) The sun does not cause melanoma or any other form of fatal cancer. Dermatologists warn that it does, but they have no scientific basis for the assertion. The sun is your friend, but like any good thing, using a little self-control makes it even better. (2) Sunscreen, like kibble for your dog, is detrimental to good health and should be avoided. (3) Sunglasses are also bad for your health unless you wear the full-spectrum variety. The sun does not cause cataracts or other visual problems. The infrared rays from incandescent light bulbs are probably the main cause of cataracts. Use full-spectrum fluorescent lights in your home and office.

The past president of the American Academy of Dermatology said, "Sunscreens are an essential weapon in the fight against skin cancer." That is pure bunkum, and there is no scientific justification for such a statement.

Malignant melanoma is the type of skin cancer everyone worries about. The dermatologists imply that excess sunlight causes this disease. They don't exactly say it, because they know it is not a proven fact, but they imply it. The REAL fact is, it is more likely that a lack of adequate sunlight is a strong factor in the development of melanoma.

### Sunscreen won't prevent wrinkles

There's also an interesting parallel between the dramatic rise in melanoma and the use of sun-blocking oils. Of course, an association doesn't necessarily mean a 100 percent cause-and-effect relationship. For example, there has been a dramatic increase in the use of refrigeration in the past 70 years and there has been a dramatic decrease in basic knowledge accumulated during 12 years of basic education in our schools. But it's hardly likely that this dumbing down of America is due to refrigeration.

Even so, the case against sunscreens isn't just hysterical banter. It is based on some scientific suppositions and a lot of obvious geographic evidence related to geographical areas inhabited by humans and the amount of natural sun exposure they receive.

Sunscreens filter out ultraviolet B rays, which cause tanning. But they do not filter UVA rays efficiently, and those are the rays believed to contribute to skin wrinkling and damage. The so-called sun protection factor (SPF) may be anywhere from 8 to 45, but all it's doing is preventing you from getting a tan, not from getting those bothersome wrinkles. Why hasn't someone mentioned this before? Well, the sunscreen industry is a huge business and it doesn't want you to know about it.

### You need sunlight

Kenneth Klein, a New Jersey chemist, makes his living making formulations for the sunscreen industry. He has written chapters in graduate-level chemistry textbooks on sunscreens. When reporter Rebecca Ephraim, RD, asked him about the concerns mentioned above, he replied: "A tan is the body's response to being damaged. Do you know what you call people who sunbathe without sunscreen? Fools!" He says sunscreens are "very safe" and that consumers should not be misled by "unfounded fears."

Well, Kenneth, there are all sorts of fools in this world, and that includes people in the laboratories making useless concoctions for corporations to sell to an uninformed public.

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A reasonable amount of sunscreen-free natural sun exposure—not tanning beds, which carry risks of their own—is essential to your health. That's how your body gets the vitamin D it needs to stay healthy—not from fortified "milk" (if you can even call it that after all the processing it has gone through). Kenneth is correct that your skin's pigment is a good indicator of how much sun you've gotten. But a tan doesn't imply too much sun: Just the opposite, actually.

### **Actions to take:**

- (1) A good rule of thumb is to stay in the sun until your skin gets just slightly pink, then head back inside. This is a good daily routine to adopt to ensure that your vitamin D levels stay where they need to be.
- (2) I have lived in the tropics for a considerable amount of my life and make sure to get my sun ration every day. Call me a fool, but I've never had a problem with skin cancer or any of the other media-hyped diseases supposedly "caused" by the sun. Don't let the anti-sun propagandists scare you away from doing what's really healthy. They're driven by the almighty dollar—not by your health.

References:

"Some Scream About Sunscreen" *Conscious Choice* magazine, 6/00

"The essential nutrient you need more of—and how to get it absolutely free," *Nutrition & Healing* newsletter 2003; 10(11): 1-4

*Real Health Breakthroughs* / May 2004

## **PROSTATE; PHOTOSELECTIVE VAPORIZATION**

By Dr. Bruce West

*HEALTH ALERT*/ September 2003

No one really knows why men have such problems with their collective prostates. Determining the underlying causes of prostate problems is also difficult. It is too much meat in the diet, it is too much testosterone, it is too little testosterone, it is past sexual infections, it is too little exercise, it is nutritional deficiencies, it is who knows what.

What we do know is that it is tough to treat a bad case of BPH (benign prostate hypertrophy) or a grossly enlarged prostate. In the past you have been relegated to herbal and or vitamin-mineral preparations, drugs, or surgery. And the urological surgery of choice has been the TURP or roto-rootering of the prostate gland. This radical procedure has all kinds of problems, frequently leaving the man impotent, with deadened nerves, and even in diapers.

Most prostate vitamin preparations only work partially if at all. The best combination of products for men with BPH is from Standard Process (*available through physicians only—more likely holistic minded practitioners-Ed*). These are *Palmettoplex* and *Cataplex F*, both taken at a dose of four to six daily. After three to six months, many if not most men are improved enough to wean off their prostate drugs and avoid surgery.

But then there are the men with grossly enlarged prostates, or those who have had the problem for years or decades. In these cases, often nothing works. Or the drug works but the side effects are too strong to bear. But surely, something must be done—and now there is a truly viable, dare I say it, "wonderful, safe, and effective" medical option. It is called *GreenLight PV*, or Selective Photo Vaporization of the Prostate (formerly called the Niagara Technique).

### **LASERS INSTEAD OF SCALPELS**

Thanks to laser technology, the company LaserScope, and the work of Mahmood A. Hai, MD, and others, you are now able to get blessed prostate relief with almost no risk at all. The effects are quick and profound, the therapy is done on an outpatient basis and takes less than an hour, there is almost no risk of infection, it is non-invasive, nothing is cut, and the problems with impotence, nerve damage, incontinence, and more are

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now things of the past.

In short, a catheter is inserted toward the prostate and a GreenLight KTP laser at 80 watts is inserted and activated for about 20 minutes. That's it! About two millimeters of prostate tissue is vaporized, eliminating the pressure and stricture that causes all the urinary problems. For many men the catheter is removed that day, for the rest, the next day.

For about a week nothing much changes. Then urinary problems begin to disappear—quickly. Flow increases, nighttime trips to the bathroom diminish or disappear, urgency disappears, sex is normal, and quite frankly everything improves dramatically. Almost no one has side effects, and since tissue is actually vaporized and cauterized at the same time, there is often even no bleeding.

All the work and studies have been done and published. Doctors have been trained. And a Web site is set up to help you find someone near you who is certified to use the GreenLight KTP laser. Research shows that almost 100% of men experience dramatic results. Flow increases almost 200% on average. And at five years out after the procedure, the results are maintained with no need for repeat therapy.

Now that's what I call a really good, high-tech, effective therapy. I spoke with the experts at Dr. Hai's clinic and at LaserScope. I've even spoken with patients. This is for real. Urologists who know this technique never do another TURP, calling it almost criminal. The only downside seems to be the attitude of the urologists. Like all doctors, they don't like change—they like everything just the way it is. And there isn't as much money to be made doing this therapy vs. TURPS, etc. So while every urologist should be learning and practicing GreenLight PV, there are still too few doctors who do. But even if you have to travel, it will be worth it to you. So go on-line or make a call and get a consultation with one of these docs near you. The procedure, is covered by medical insurance and Medicare.

You can go on-line to [www.laserscope.com](http://www.laserscope.com) to learn even more about the technique. To find a doctor, click on Urology, then on Consumer, then on Find a Doctor. Fill in the data and voila—you will get a list of urologists in your area. Or call LaserScope directly at 1-800-356-7600 and they can help you. If you live in the Detroit area you can go directly to Dr. Hai's clinic. Their number is 734-595-1166.

# **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.

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## 1000 SATURDAYS

The older I get, the more I enjoy Saturday mornings. Perhaps it's the quiet solitude that comes with being the first to rise, or maybe it's the unbounded joy of not having to be at work. Either way, the first few hours of a Saturday morning are most enjoyable.

A few weeks ago, I was shuffling toward the kitchen with a steaming cup of coffee in one hand and the morning paper in the other. What began as a typical Saturday morning turned into one of those lessons that life seems to hand you from time to time. Let me tell you about it.

I turned the volume up on my radio in order to listen to a Saturday morning talk show. I heard an older sounding chap with a golden voice. You know the kind, he sounded like he should be in the broadcasting business himself. He was talking about *a thousand marbles* to someone named "Tom." I was intrigued and sat down to listen to what he had to say.

"Well, Tom, it sure sounds like you're busy with your job. I'm sure they pay you well but it's a shame you have to be away from home and your family so much. Hard to believe a young fellow should have to work sixty or seventy hours a week to make ends meet. Too bad you missed your daughter's dance recital."

He continued, "Let me tell you something Tom, something that has helped me keep a good perspective on my own priorities."

And that's when he began to explain his theory of a "thousand marbles."

"You see, I sat down one day and did a little arithmetic. The average person lives about seventy-five years. I know, some live more and some live less, but on average, folks live about seventy-five years. "Now then, I multiplied 75 times 52 and I came up with 3900 which is the number of Saturdays that the average person has in their entire lifetime. Now stick with me Tom, I'm getting to the important part."

"It took me until I was fifty-five years old to think about all this in any detail," he went on, "and by that time I had lived through over twenty-eight hundred Saturdays. I got to thinking that if I lived to be seventy-five, I only had about a thousand of them left to enjoy."

"So I went to a toy store and bought every single marble they had. I ended up having to visit three toy stores to round up 1000 marbles. I took them home and put them inside of a large, clear plastic container right here in my workshop next to the radio. Every Saturday since then, I have taken one marble out and thrown it away."

"I found that by watching the marbles diminish, I focused more on the really important things in life. There is nothing like watching your time here on this earth run out to help get your priorities straight."

"Now let me tell you one last thing before I sign-off with you and take my lovely wife out for breakfast. This morning, I took the very last marble out of the container. I figure if I make it until next Saturday then God has blessed me with a little extra time to be with my loved ones..."

"It was nice to talk to you Tom, I hope you spend more time with your loved ones, and I hope to meet you again someday. Have a good morning!"

You could have heard a pin drop when he finished. Even the show's moderator didn't have anything to say for a few moments. I guess he gave us all a lot to think about.

I had planned to do some work that morning, then go to the gym. Instead, I went upstairs and woke my wife up with a kiss. "C'mon honey, I'm taking you and the kids to breakfast."

"What brought this on?" she asked with a smile.

"Oh, nothing special," I said. "It has just been a long time since we spent a Saturday together with the kids. Hey, can we stop at a toy store while we're out? I need to buy some marbles."

HAVE A GREAT WEEKEND AND MAY ALL SATURDAYS BE SPECIAL AND MAY YOU HAVE MANY HAPPY YEARS AFTER YOU LOSE ALL YOUR MARBLES.

---Submitted by Frank F. Davis



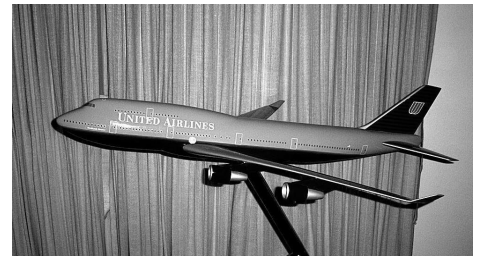
All men should maintain their use of *Palmettoplex* and *Cataplex F* before, during, and after this procedure to potentially offset any backslide of symptoms, even years later. If I were having BPH problems that I could not resolve naturally, I would use this therapy in an instant.

NOTES

\* "Prostatitis," *Health Alert*, Vol. 18, No. 10.

### CLIPPED WINGS FUNDRAISER

Clipped Wings, United Airlines Stewardess Alumnae and Flight Attendants, Inc. has acquired a B747 Model Airplane which will be auctioned to raise funds for Special Olympics International. With more than 1,500 members in 31 chapters, Clipped Wings, a nonprofit 501(c) 3 organization, has donated well over 5 million dollars to philanthropic endeavors since its founding in 1941.



The to-scale model has a wing span of 5'2" and weighs approximately 16 lbs. It is mounted on a chrome tripod weighing about six lbs. Paint is UA standard gray with blue tail and engine pods. This plane was originally displayed in SEA area ticket offices, and has had a loving home in a private residence since that time. For shipping purposes, the plane can be almost fully disassembled.

The auction will be by written bid. No bid less than \$500.00 will be considered. Bids must be received by the deadline, September 10, and the winner will be announced at the Final Banquet of Clipped Wings Na-

### COUNCIL 33 RETIREMENT CELEBRATION

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

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

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

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

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

Kenneth L. Adams

Richard C. Bebee

Steven R. Donovan

Gerald D. Gienger

Stephen G. Harding

Arthur H. Lindstom

Joshua S. Rabinowitz

Robert F. Ruth

Joseph J. Swenson

Richard L. Bare

Colin C. Bradley

Woody B. Eppelsheimer

Richard N. Goodwin

William G. Houston

Ernest W. Lloyd

David L. Reagan

Kenneth P. Sasine

James R. Thompson

Peter L. Baurer

Bernard W. Dahlen

Herbert G. Giefer

Stephen C. Hagberg

Gary L. Kopp

Robert J. O'Brien

Bartlett H. Rolph

Darrel W. Sauder

# LETTERS

**ROBERT J. AHRENS**—3914 Christian Dr, Belmont, CA 94002

July check-in time. I now have joined the Octogenarian Club. My wife Virginia and I are still moving forward a few steps at a time. Our travel last year was on the *American Queen* from Minneapolis St. Paul to St. Louis. This year we will board the *Mississippi Queen* at St. Louis to New Orleans the last of August. Best of health. *Bob Ahrens*

**WALLACE E. AMLING**—1650 Leora Ln, Leucadia, CA 92024

Cleve, Enclosed is my check for the *RUPANEWS* and it is on time for my annual letter. I just signed up for the cruise to Alaska 9/19 and for the Radisson Hotel 9/18. Margie didn't want to go, says she's been to Alaska and didn't want to go again. I find it a fascinating place and can go time and time again.

It's been 21 years since I retired and thanks to the Employee Assistance Program made it to retirement.

Jerry Beyers: For many years I had it in for you, but you actually did me a favor. I never would have knocked a bad habit and probably wouldn't be here to tell about it.

I'm in excellent health, thank God, and still able to play tennis three days a week, golf two days a week, and go surfing in the afternoons when the ocean water gets to 65°F. I don't like wearing a wet suit.

I just bought a 75 Ballanca/Viking and with one more ride with my instructor will satisfy the insurance company that I can still fly and bring the gear up and down. The last two airplanes I owned, an 82 Archer and a 69 Cherokee 140 had fixed landing gears. The problem with the Ballanca is, it's cloth covered except for the wings, and the sun will cause it to deteriorate rapidly. I need a hangar and Palomar Airport wants \$650 a month for a hangar they are going to tear down in January and replace with bigger hangars for mostly executive jets and turbo props. I've even considered going out to the desert to Borrego Springs, as hangars are much cheaper there and buying a second home. As we get older the desert has more appeal for us. One of

the reasons I bought the Ballanca is that it has a 1,000 mile range at close to 180mph. My son is presently living at Cabo and has a 26' skipjack with a good diesel engine. I can fly to Loreto, go through customs/immigration refuel and fly into a small airport at San Lucas near town. San Jose Del Cabo is 35 miles from Cabo. Anyway, flying your own airplane sure beats arriving at airports two hours early and going through all of the security checks.

Look forward to going on the cruise in September and thanks for all of your efforts in putting out the *RUPANEWS*. *Wally*

**DON AND JEANNINE ANDERSON**--- 57/88  
DCA MIA JFK/LLGGA/EWR SFO Please add my condolences to Jock's family. I never met Jock but have appreciated his tenure as editor. Our big trip last year was by TRAIN. What a great way to travel! It was luxury to go from Seattle to the other Washington in 4 days and 3 nights. We rented a car and, after a short visit with relatives in central PA, drove to Nags Head, NC to visit a cousin and her husband who have a summer home there. We were present for all 5 days of the centennial celebration of the Wright brothers' 1st flight. I'm sure that you all know the re-enactment of the 1st flight ended in a mud puddle at the end of the ramp. A second attempt was not made due to light wind and heavy rain. I wonder if the Wrights had been that unsuccessful what kind of careers we all would have had. I venture to say that there would be a lot more farmers, since a good many airline pilots came from family farms. Check to follow, *Don*

**ROCKNE ANDERSON**—3299 Lakeview Dr, Pinetop, AZ 85935

Dear Cleve, just became a Medicare kinda guy...can't believe I have been retired five years...so true, time really does fly when you're having fun.

Linda is still flying, not ready to retire yet, she flies China trips mostly and I am TOBY the house boy. Will be off to Pinetop, Arizona where we spend our summers and play lots of golf and fly fish if the fires don't get to close.

Thanks to you and the *RUPANEWS* crew that keeps us informed.!!! \_GREAT JOB!!!! *Rock*



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**EUGENE H. ARMSTRONG, JR.**—P.O. Box 128, Vaughn, WA 98394-0128

Dear Cleve,

Well, I'm only about three months late but sent the check off today. Thanks for not taking me off the mailing list or putting 'expired' before my name.

Not much new to report from Vaughn Bay. Both wife and I are just great and getting ready to celebrate 40 years of marriage. (To the same woman, I might add). I finally had to get married because I got tired of finishing my own sentences.

Finally figured out how to shoot my age in golf; I just quit when I get there.

If my memory gets better next year I just might be on time with the subscription fee.

Thanks to all who do such a great job with the newsletter. *Gene Armstrong*

**ALAN H. BARBOUR**—5918 Free State Ro, Marshall, VA 20115 DCA

Cleve, Always appreciate the *RUPANEWS* mailing. We have moved back to Virginia (from FL) on a permanent basis to be closer to the grandchildren. Just didn't feel like a Floridian. Possibly another 30 years will change me. Too much of a change in lifestyle away from my wood shop.

Looking forward to seeing some of the old Mainliners at our USMC flyboy gathering in Reno in July.

Thanks for keeping the database with the constantly changing status of our membership up-to-date. We all appreciate it immensely. I am still running the History and Archives Division of the USMC/Vietnam Helicopter Association - keeping busy between sorties to the left coast and elsewhere. Can't get the travel bug out of the blood, but have realized that full fare flights are not too shabby.

Appreciate everyone keeping Capt Brook Barbour, USMC in your prayers on his forays into Iraq. He is very committed to this mission, as he recognizes the 90% of the Iraqis who want this freedom but still live in too much fear of our pullout before it actually happens to be vocal about this desire.

Thanks again for all your effort, *Al*

**JON & MEREDITH BECKETT**—1401 Brent St, Fredericksburg, VA 22401

Hi Cleve, I've enclosed a check for Jon's subscription renewal for the year. The newsletter is great and we appreciate all the hard work you and the crew do to produce it.

I enjoyed meeting you at the Washington area RUPA luncheon last month, I always look forward to meeting Jon's former flying buddies. Speaking of "Himself", he has been very busy since last August when we moved. We (mostly he) **are** renovating a 50 year old house that has good bones but needs a lot of TLC. My job is to plan out the improvements and do some of the scut work but he is in charge of all the difficult stuff, like the plumbing and electrical work, plaster repair and painting. The going is slow but we're getting there. All the work keeps him off the street but not necessarily out of the bars!!

When he isn't painting, etc., he's out playing with his Cessna 172. He sees quite a bit of Ray Wiseman out at the airport, who is the aircraft guru of Shannon Airport. For fun and laughs, we periodically get together for dinner with Ray and Ellen, Dick and Sally Baldwin, Hamp and Mary Miller and Jackie Craven, Bob's widow.

Take care and thanks again for keeping us informed. Sincerely, *Meredith*

**CORRINNE & JIM BOYER**—1312 Barclay Ln, Deerfield, IL 60015 SFO, MDW, ORD, SFO, ORD

Greetings to all Ruparians from beautiful NE Illinois. As you can see we have a new address and will be domiciled here until our home is finished in Lake Forest, IL, some time in the spring of '05. Our e-mail address is still the same but have, naturally, changed our phone # to 847-236-1327 for the land line and 239-821-3334 for the cell phone.

We left Florida to be closer to our children and grandchildren here in Illinois. While we miss all of our friends in Florida, it is good to be back next to family.

We joined a tennis and fitness club and Corrinne is already playing with a group of gals. They saw her while we were drilling one day and they asked the Pro why isn't she playing with us!

We're both doing well, working out, playing lots of tennis. Next week we'll go to Seattle for my 7 year checkup at the NW Prostate Institute. Everything is good so far!

Finally saw a positive newspaper article in the WSJ yesterday on United. Hopefully they can pull a great Airline out of the dumps. We have used our passes a few times and the new ticketless procedure is great. And now it seems we can pay for our travel on Skynet. With a credit card!

Thanks Ted for stepping up as the *RUPANEWS* editor. Jock left some huge shoes to fill and your doing great. Thanks also to all the Ruparians and spouses that hold this group together. We really appreciate all that you do. Cleve has been notified of the address change and I'll send my check to him via snail mail. There will be some extra for the Folders N Stuffers.

Best wishes to all, fraternally, *Corrinne & Jim*

**CLIFFORD W. CHANEY**—904 E. Lizzie Ln, St. George, UT 84790

Another July is rolling around, my birthday greetings to Scotty, Steve Fusco and all you lucky ones with July as a birthday. Not being satisfied with basic instruction, does kinda get old around and around the patch, have embarked on a new endeavor. I have formed an Aircraft Co. *Chaney Aircraft LLC. Aircraft Sales*. My product is a very light twin. Built by Aeroprakt in the Ukraine. You can look it up at [Spectrumaircraft.com](http://Spectrumaircraft.com). The model is A-26, and have another model, the A-20 Varlel, on order. Nothing like, onward and upward, 26 years into retirement.

Health is good, and Phyllis keeps me on my best behavior. The flying is great in Southern Utah. Anyone getting near St. George, happy to demonstrate.

Talk to Jack Horrell every week, he sends his best to all that remember him. Bill Jr, retiring (again) from the FAA, but am sure he will be into something fun.

Ten Eyck Latourrette, Tom LaTourrette's son, my grandson, is flying F16's in Iraq. He is on military leave from Denver. Granddaughter, Tenille, is now an instructor pilot on the E6 at Tinker, with the Navy squadron based there. Bill 3 is senior pilot with SkyWest. I am told that it is in the genes. I believe that.

To all you Folder and Stuffers, my very best. No eggs though. Be safe, be Wary. *Cliff&Phyllis*

**CARL CHRISTIANSEN**—583 Douglas Ct, Incline Village, NV 89451

Cleve, Have become a grandparent twice this past year. Not been on United all year.

This will be a big travel year, as I leave Tahoe June 1<sup>st</sup> with my Sunbeam Alpine vintage race car and trailer and head to the east coast for a summer of vintage racing. First stop is Virginia Intl. Raceway for the Gold Cup Historic races, June 12-13, then Mid Ohio, June 17-20, Pittsburgh Vintage Grand Prix, July 16-18, Gratten, MI Vintage Grand Prix, August 20-22, Line Rock, September 3-5, Watkins Glen, September 9-12, and finally, Summit Point, WV, September 30-October 3.

Busy season and hope to return with all the paint in the same place as when I left. Would love to see fellow RUPA guys at the track. *Carl*

**JB COCKRELL**—Box 1270 Montara, CA 94037  
[jcockrell@prodigy.net](mailto:jcockrell@prodigy.net) 4/10/69 - 7/1/01

Kids in college. Bobby, 23, graduated from ASU summa cum laude now in grad school at Temple University also flight instructing, Roy, TI, junior at UC Davis also driving a bus. Sandy still a Flight Attendant for UAL. I'm flying a Hawker 800XP for Netjets.

There are quite a few former UAL pilots at Netjets. I flew a couple of tours (we call trips tours at Netjets) with fellow RUPA member Al Hayes last year. We had so much fun it was dangerous.

Too bad about the passing of Jock. He was one of the good guys.

What happened to all the debate of the age 60 rule that used to be in the *RUPANEWS* all the time?

Keep the blue side up, *JB*

**RICHARD B. COOLEY**—6339 Star Valley Cir, Mesa, AZ 85215

Hi Cleve: It's hard for me to believe that 26 years ago I set the parking brakes on a B747, and it's harder for me to believe that 66 years ago I was flying a B247. I have never lost my love for flying, but now it's just a memory.

My health goes down as my age goes up. Our many thanks to you and the group of brothers that help keep RUPA alive.

Warm regards, *Rick & Dick*

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## LOAN REJECTION COULD SPUR UNITED

The decision by the federal Air Transportation Stabilization Board to deny United Airlines' application for a \$1.6 billion loan guarantee may prove to be a blessing in disguise.

The board, after all, didn't just deny the application and tell United to go away. Instead, it specifically invited the company to submit a modified bid within a few days.

The board even paid United a compliment of sorts in explaining its reasons for denying the application - saying that the combination of improved credit markets and the fact that United itself has become more competitive meant "the likelihood of United succeeding without a loan guarantee is sufficiently high so as to make a loan guarantee unnecessary."

There is a Catch-22 quality to that reasoning, which evokes the old joke about bankers only being willing to lend money to people who can prove they don't need it. The paradox stems from the somewhat contradictory charter the board was given when it was created in the wake of the Sept. 11, 2001, terrorist attacks. To be eligible for a loan guarantee, an airline must prove that its receiving such a guarantee is "a necessary part of maintaining a safe, efficient and viable commercial aviation system in the United States." More important, the airline must show it has no other reasonable credit options, a solid business plan and the ability to repay the loan, as well as showing that its financial problems resulted from the terrorist attacks.

Of course, if an airline really does have a sound business plan and the ability to repay a loan, then it's hard to demonstrate that it couldn't get a loan without a government guarantee - the paradox that led to this week's decision. Indeed, the contradictory formula may explain why the board - which is authorized to issue up to \$10 billion in guarantees - has actually disbursed only \$1.6 billion to six airlines, including a \$63 million guarantee to Denver-based Frontier Airlines. Frontier repaid that loan last Dec. 23.

Still, the combination of Thursday's rejection of UAL's bid coupled with the board's willingness to consider an amended request may give the airline new motivation in its cost-cutting efforts - and leverage with its unions. During its 18-month sojourn in the Chapter 11 bankruptcy courts, United has reached agreement with its unions to cut pay and benefits by about \$2.5 billion. A similar sum has been trimmed from such operating expenses as airport and aircraft costs. United even managed a modest operating profit in May, despite rising fuel costs. But the airline still has a higher overall cost structure than many of its rivals in the highly competitive airline industry, including top carrier American Airlines as well as the increasingly successful discount airlines.

United will need to achieve further cost reductions if it hopes to secure a loan guarantee, and whether or not such a guarantee is forthcoming, the lower cost structure will increase the airline's chances of survival.

When United does resubmit its application, we urge the board to review it with an open mind - the loan guarantee if properly presented is clearly within the intent of the law that created the board in the first place. Certainly, United's size and history make it at least as necessary to "a safe, efficient and viable commercial aviation system in the United States" as the other six airlines that have received such help: Frontier, World Airways, US Airways, Aloha Airlines, American Trans Air and America West Airlines.

We can't help but note that the board turned down United's application the same day the House of Representatives passed a pork-laden \$155 billion bill to cut many corporate taxes, pay \$10 billion to tobacco farmers who give up their rights to price-support quotas and otherwise squander your money while adding \$34 billion to the national debt.

If the government is going to hurl handouts to other businesses without even asking for repayment, it makes no sense to deny a loan guarantee to a company like United that has shown it can cut its costs, pay its bills, and keep providing the 63,000 jobs - 6,000 of them in Denver - that it contributes to the American economy.

The *Denver Post* editorial  
Saturday, June 19, 2004 -

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**THOMAS E. COSGROVE**---12404 COPEN-  
HAVER TER., POTOMAC, MD. 20854  
teccapt@aol.com

Another birthday means another letter and a check. They come awfully fast. Recently the University of Maryland placed the names of all the football players who make All American on the wall of the stadium in big letters, their position and the year. It's nice to see the old fogies haven't been forgotten. I had a knee replacement in Feb. and things are getting back in order....playing golf again. Will have to replace the other knee this fall. In April, Peg and I celebrated our 50 year together thing....had a great time. Looking forward to our getting together with our 8 children, their mates and 25 grandkids at the beach in August....always a great time. 'Til next year, take care, have a great year....and that goes for U.A.L., too. *Thomas*

**JAMES T. DAVIS**--10269 Creston Drive Cupertino, CA 95014408.739.3968

May 25, 2004--Hi Ted, Congratulations on your newly anointed title of Editor in Chief. I've just returned from my annual pilgrimage to HNL to scrape the barnacles off our "timeshare" surfboard. This particular board is a "Keoki" (Hawaiian for George) and was formed thirty years ago by George Krock of LAXFO. George began making surfboards in Los Angeles and shipping them out to HNL on our DC-8 Sears charter cargo liners and selling them to the local beach boys. About the same time, I was a young co-pilot on the DC-8 and we had a dog trip, 181/22, that departed SFO at 0900 and arrived in HNL at 1130. Ten and a half hours later it departed HNL arriving in SFO at 0600 the next morning. Our layover hotel was the old Biltmore on Kalakaua Avenue where the twin towers of the Hyatt Regency now stand. Natural air-conditioning (transoms over the doors) resulted in the noise of Kalakaua permeating the rooms, making day sleeping almost impossible. One of my fellow crew members, Steve Merchant, suggested we rent some surf boards, go out and really tire ourselves out to enhance our sleeping ability. Needless to say, we exhausted ourselves, frequently without even catching a wave and it was debatable as to whether we got any more sleep. After several trips we began to get the hang of surfing and we were hooked. At the time there were a number of

crew member who surfed regularly, including Walt Schroeter, Jobby Jobson, Bob Grady, Jim Howe, George Krock, Walt Albright and Norm Marchment of Los Angeles. The last three, along with Bob Kalestad and I were the proud co-owners of the afore-mentioned Keoki board. There were several others from San Francisco who also surfed, including Johnny Schmitz and Mary Gorman, who later married George Krock. The eleven foot Keoki was bright red, which was the proper color, considering the blood several of us have shed over the years on its multiple layers of fiberglass. More about the Honolulu layovers in another letter, but here I want to report on the airline as I see it.

I was totally impressed by the way the airline is operating and the can-do attitude of the flight and cabin crews. After we arrived in HNL, my wife remarked, "These crew members are trying to save the airline all by themselves." Despite the cutbacks in staffing, wages and benefits, the morale and therefore the quality of workmanship which was displayed, seems to be at an all time high.. Somehow it seems that the adversity which they have faced has allowed the people of United to focus on the positive, rather than continuing the divisive "Me first, I'm not getting my share" attitude which prevailed in the aftermath of the failed ESOP. (We took a gamble, betting that taking company stock in lieu of wages, in effect, buying the airline, would pay off. As it turned out, we bought at all time highs and, unlike what true ownership entails, when the economic boom cycle began to subside, with the resultant decrease in stock prices, instead of working harder, we reverted to our traditional adversarial role of delay and disruption, to regain some of our losses, at the most inopportune time. We brought back to leadership those whose "getting every golden egg from the golden goose, without killing the golden goose" philosophy have put the golden goose (UAL) on life support.

This is where we are today: Our company, the one to whom we are inextricably tied, is on life support. The active employees are really putting out, having taken big hits in their wages (30% according to the May, 2003 ALPA Magazine), pension expectations and working conditions allowing UAL to remain competitive in a very hostile climate, as they attempt to emerge from Chapter 11 bankruptcy. One of the most serious barriers remaining to the task of allowing UAL to emerge from Chapter 11 involves

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funding requirements for the under-funded retirement plan and the need to get government-backed loan guarantees. I would like to advocate that it is time that the retired pilots who are able, offer their assistance in returning these funds to proper funding levels. Enclosed is a letter which went to our United MEC shortly after 9/11 as an example of one way we, as retirees, could assist. The answer to this letter from the MEC was a phone call from the then secretary-treasurer who said that if we gave anything back, the company would construe it to mean that we didn't need the money, and returned my check. Hopefully, if UAL is successful in departing from Chapter 11 bankruptcy, contributions to the restoration of the pension plan to full funding could be reimbursed by post-Chapter 11 UAL stock. If not, it would be just that, a contribution.

At the risk of alienating all of those self-made egos out there, I'd like to close by suggesting that a great many of us owe most of what we have to the well-paid, highly respected jobs our employer provided. Some of us offered to be shot at in return for our training to be pilots and most of us maximized our earning potential while doing something we loved (bitching all the way to the bank — exercising our expertise at seeing what's wrong).

Concurrent with this mailing to you, I am sending a letter to our current CEO, Glenn Tilton, requesting he provide a mechanism for retirees to contribute and thereby become part of the solution, rather than being viewed as one of the major problems that need to be overcome in order to survive. Think of the psychological impact of the other members of the United family if we offered to help rather than trying to litigate ourselves into getting as much of "the golden goose" as we can extract for ourselves, even if it kills "the golden goose."

Sincerely, *Jim Davis*

**JIM DAY**—20121 Phaeton Dr, Woodland Hills, CA 91364

Cleve: Time for the annual birthday report--as usual, I'm a bit late. Still in shock, I guess trying to believe that I just turned 85 on this birthday. I always thought that I was about 50 at most. I wonder where all the years have gone.

Nan and I are both in reasonably good health, which we are thankful for. We both have always

enjoyed traveling, and thru the years with the wonderful help of United we have seen a good part of the world.

We are trying to think positive about the future of United. Still can't believe that it has ended up in this situation. Best regards to all. *Nan & Jim*

**AL DE LEEUWE**-1528 Sheridan Road, Highland Park, IL 60035

E-mail: [Adeleeeu@comcast.net](mailto:Adeleeeu@comcast.net) (847) 433-6557  
JFK, IAD, ORD

Dear Ted, Thanks for taking on the job of editor of *RUPANEWS*. I'm sure it keeps you mighty busy. We really appreciate your efforts. It's always a pleasure to read the letters from fellow pilots that I knew as well as others who shared in making United Air Lines such a great company.

My wife and I are enjoying our retirement but are saddened by the state United is in. Hopefully they will emerge from chapter 11 soon and return to profitability. We know times are tough for the airlines as well as for other companies.

We spent 10 days in Rochester, MN at the Mayo Clinic recently and came back with a clean bill of health. It is truly amazing how coordinated they are and how they seem to care so much for each patient they see. While we have wonderful doctors and hospitals in the Chicago area, it just can't compare to the Mayo Clinic. They have a team approach to medicine and everything happens seamlessly and efficiently. If you have symptoms that no one can diagnose, that's the place to go to. I believe that Medicare and BCBS will pay most of the charges. The only problem is that it is very difficult to get your initial appointment. Once you are in the system and for the following 3 years it is relatively easy to get scheduled for a follow-up appointment. It helps to get a referral letter from your own doctor to speed things along if you have a serious condition.

Thanks to all the folders and stuffers. You do a great job. All the best, *Al de Leeuwe*

**DON EIKEN**--25634 S. Ribbonwood Dr., Sun Lakes, AZ 85248

Hi Ted, It's getting hot enough down here in AZ so most of the sno & rain birds have left. Sure helps with traffic on the roads and the golf courses.

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I'm still playing the 5-string banjo. Also playing "farm hand" during the Spring & Fall in Minnesota. Our family is still very much involved in aviation. Son, Ken, works for the Jeppesen Corp. in Denver. They are leading the transformation of the cockpit from paper to electronic navigation. Won't be any pilot revisions in the future.

Son, Steve, is an engineer with the Boeing Corp. in Seattle. He is involved in a proprietary project and also serves as a liaison officer for the Air Force Academy.

We would like to commend Frenchy & Millie Bourgeois for their excellent leadership with the PHX Roadrunner R.U.P.A. group. The meetings are always informative and entertaining. *Don*

**GENE EAGAN**—419 Atkinson Dr. #1504, Honolulu, HI 96814 808-951-4287  
[gene.eagan@worldnet.att.net](mailto:gene.eagan@worldnet.att.net)

Hi Cleve, As much as I enjoy reading about the travels etc. of the many people with whom I worked over the years, there is, also, a sad side, such as learning of the passing of some old friends, namely, Troy Epting, and Harley Brown to name a few. When I got my first RUPA roster I saw Harley's name. I called and we spoke for quite some time. I told him I would visit the first time I was near Riverside; but I regret that I never got the chance, before he "traveled west."

I would like to offer an anecdote about Harley. We worked on the 737 in LAX during the early seventies, until they were moved to SFO. Harley followed them and moved to Clear Lake. About 15 years later I went into my local breakfast restaurant and sat in the first seat at the, otherwise, empty counter. Suddenly, there was a presence next to me (at the empty counter) and I turned to find Harley there. He and his wife, Peg, were in the area, settling his mother's estate and were seated at the rear of the restaurant.

Harley didn't remember my name but, after a reintroduction, he invited me to join them for breakfast. When we were seated in a booth, Harley began to apologize for not remembering my name. He stated that he had become forgetful as of late. He went on to say, "In fact, I was in bed with Peg the other evening and I had my leg across her. But, I could not remember if I was starting or finishing." Then he gave his infamous laugh. "Har, har, har!"

To which Peg gave her usual reply: "Oh Harley!!" When I bought my house in Redondo, Harley lived about three blocks away. We visited often, and once he showed me his scrap book. Prior to serving in WW II, where he was an ace with five victories, he was a showman; in fact a "whip lash" expert, as in bull whip. After marrying Peg, after the war, he became very British. His greeting was always: "Cheerio!" He grew a pencil line mustache, and carried a British watch fob. He even went so far as to return from one of his annual trips to visit England, with a 1939, chauffeur driven Rolls Royce. He would have Peg drive him to the airport while he sat in the back, smoked his Cigarillos, and read the newspaper. When he would alight from the car at the terminal he would say, loudly, to the chauffer, Peg, "Be back here tomorrow at five o'clock" as he closed the door.

Harley was always a showman. He is missed.

I appreciate all the hard work that the staff exerts in keeping the publication as good as it is.

Regards, *Gene*

**RICHARD ECKERT**—1623 Ben Roe Dr, Los Altos, CA 94024

I have been retired ten years on May 23<sup>rd</sup>. I hope UAL will survive.

With the exception of a cancerous kidney (caught early during a routine physical) my body is holding up well. I ran the Bay to Breakers this year.

We haven't traveled much recently, but I keep busy as a docent at the Hillar Aviation Museum, and also tutor math at a continuation school.

Jean has recovered almost completely from a stroke, she is very fortunate.

My thanks to all the RUPA volunteers for keeping us current. *Dick*

**LARRY D. FIELD**—18127 S. Nolan Dr, Coeur D'Alene, ID 83814

Hi Cleve, Just a note to express my gratitude for all the hard work the RUPA Staff and volunteers do to put out this great magazine. Thanks!!

All is well up here in God's country (the Northwest in general, Idaho in particular) and retirement is still getting better by the day.

God bless you all, *Larry*



**PETER E. GALLANT** 2881 N.E. 27th. St. Ft. Lauderdale Fl. 33306 1950-1990

This month totals 14 years in retirement after 40 years with Capital & United. I feel and look like I did at retirement, must be the genes or vanity

My wife and I were on standby for the maiden voyage of the Queen Mary II from Ft.

Lauderdale to Rio de Janeiro, for a February cruise. It sold out in December, quite expensive at 12K. Backed it up on the cruise ship "Navigator", a little smaller but held 3000 passengers. Booked a top deck suite with balcony for a fraction of the cost of the QM II

I'm losing my derriere in the market place--1 Mil. plus, even with the few up drafts of late. Enough losses to write off for another 35years. Hopefully United will emerge from chapter 11 this month, I only hope it's not too early

June 5th was a very sad day for America with the death of former president Ronald Reagan. I took it personally because I had met him in 1980 right after he was nominated by the R.N.C. I was selected and privileged to fly he and Nancy from N.Y. to L.A. with secret service on the jump seat

About one and a half hours out of N.Y. I asked the agent to go back to the cabin and swap seats with Mr. Reagan and invited him to the cockpit. He spent over an hour with me discussing politics, Barry Goldwater and the airline industry. He actually made me feel more important than he. Massive shoulders and looked more like fifty than seventy. Only word to describe this man is "DYNAMIC". I will never forget that flight.

Until next year, Au Revoir, *Pierre*



**CHUCK GEORGE**--- Camano Island, WA  
mycaptain@earthlink.net

Hello to anyone who remembers me. It's getting harder and harder for me to remember me, so I expect that the number of you out there in RUPA land who do, is somewhat limited. Anyway, you'll be happy to know that my wife put me to work as a substitute teacher in one of the local districts. Now you can point to EXACTLY what's wrong with our schools, and say it authoritatively. It's been pretty entertaining to say the least. Probably not for the students, but I'm having a good time. I'm teaching HS and Jr.HS math and science mostly. Occasionally I get called upon to teach Health or some other thing that I don't know anything about. I should say something ELSE I don't know anything about, but I just try to baffle them with BS since I can't dazzle them with brilliance. So far, so good. There have been no overt mutinies .... But what are those students doing on my front lawn? Why do they have that rope ... *Chuck George*

**JERRY GOEBEL**—6103 Woodland Stream Dr., Alexandria, VA 22310 [jrgoebel@aol.com](mailto:jrgoebel@aol.com) DCA ORD 67-95

Dear Ted and Cleve: Ted, it is great to have you on board as the editor of the *RUPANEWS*: Will miss Jock. Cleve, it was great seeing you at the luncheon in DCA as well as all the other members and wives who came 'from afar' to see the latest addition to the Smithsonian Air and Space Museum.

As I was reading the issue of the *RUPANEWS* that I received today, Mary Ann asked if my letter was included. I looked at her and said, "I forgot all about it". Turned the News over and saw my subscription has also expired. Well, only a month late, tomorrow.

We've been very busy but nothing that would be exciting to read about.

We wish all of our members great health, happiness, and benefits. Hope everything will come out well with UAL. Take care, *Jerry & Mary Ann*

**JIM GWINN**—9400 E. Grand Ave, Greenwood Village, CO 80111

Celebrating 18 years of retirement from United and 40 years of retirement from the Navy this month. My wife and I are amazed at how quickly the years



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have passed. I imagine that they would pass very slowly if you were not enjoying life.

All is going well with Tommy and me, albeit falling and breaking my left wrist in January has put my golf game in a bit of a recovery mode. We were coming back from playing in the International Seniors Golf Tournament in Puerto Vallarta when I tripped stepping off a curb in Los Angeles and went down. No pins or screws, but the months in a cast really let the arthritic fingers stiffen up.

We attended our high school reunions in August last year Tommy's 58th from Live Oak H.S. in Morgan Hill, CA and my 60th from Gilroy H.S., CA. Had a great time at both, but there were sure a lot of old people attending. Also attended our second grandson's graduation from Washington State U. and now have only two more to go. Hopefully, we will be around long enough to see them graduate, too.

I am still able to fit into the Navy uniform and make presentations to High School and College ROTC units in Wyoming and Colorado for the Military Order of the World Wars, a patriotic organization of active, retired and former officers and Warrant officers of the armed services. What a great group of young men and women. We should be very proud of their dedication and patriotism.

Thanks to all the Staff and volunteers for your continued efforts in getting out the *RUPANEWS*. *Jem*

**CARL A. HANKWITZ**—54 Wilikoki Pl, Kailua, HI 96734 (808) 263-1102 [Capt-Carl@hawaii.rr.com](mailto:Capt-Carl@hawaii.rr.com)

I was diagnosed with prostate cancer in January 2003. Two fellow United pilot friends learned of my diagnosis and strongly encouraged me to consider Proton Beam Therapy at Loma Linda University Medical Center (LLUMC) in California. You may recall that I have two brothers who also have been through the prostate cancer process. I had investigated hormone therapy, surgery, x-ray radiation, cryotherapy and radioactive seeds. Proton Beam Therapy was new to me and had not been suggested as an option by either my urologist or radiation oncologist. After further research I choose Proton Beam Therapy and I am eternally grateful to those United pilots who cared, shared their experiences and "steered me right". Not being presumptuous but I feel strongly that every man in our age

group should be aware of this little known but extremely effective treatment.

It is the physics of the proton beam that makes it so attractive and effective for medical use. Protons are heavy charged particles and when accelerated to nearly the speed of light they penetrate the skin without depositing much energy upon entry.

Uniquely, the proton beam has a characteristic Bragg Peak. This characteristic allows the beam to be tailored so that the remainder of its energy is deposited very accurately within the target volume, e.g., the prostate. The accuracy of striking the target is better than one millimeter. The beam stops and deposits no energy beyond the target volume.

By contrast, an x-ray beam (similar to light rays) deposits much more energy on entering the body (about 150% of what it deposits on the target). The remaining energy is deposited in the target volume (prostate) and other "normal" tissue as it exits the body.

Proton beams are conformal. This means that they may be shaped in three dimensions so as to deposit the bulk of their energy on the prostate. The proton beam does little damage to surrounding tissue. This is not true of x-rays. To summarize: "Proton Therapy is the most precise form of advanced radiation treatment available for prostate cancer. Because it is so precise it minimizes harm to the surrounding tissue. Treatments are on an outpatient basis, usually allowing the patients to continue their normal activities while experiencing few or no side effects." Other treatment regimens may be accompanied by severe side effects such as impotence, incontinence, bleeding, etc.

In my group at LLUMC there were two patients who had had radical surgery several years ago and due to recurrence were now having Proton Beam Therapy. An important point to remember when treating prostate cancer, it is the cancer that must be gotten rid of and not necessarily the gland. There are important reasons for keeping the gland.

The Proton Treatment Center at LLUMC has more than ten years experience in treating prostate cancer. It is the world center of knowledge and experience in treating prostate cancer with proton beams. From my recent (May 2003) personal experience, I can assure you that the doctors, physicists and medical staff are outstanding in every respect. Put simply, they really care for the patient, are very

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professional, well organized and expert in what they do. Anyone seeking treatment for prostate cancer should consider Proton Beam Therapy.

During my experience at LLUMC there were about 120 men receiving daily treatment. Three of us were from Hawaii. The remainder came from all over the U.S. and some from overseas. It is noteworthy that most (95% or more) of us had not been told of Proton Beam Therapy by our urologist or radiation oncologist. Most likely you will never learn about Proton Beam Therapy from your physician. You must seek the knowledge for yourself. Here are three good sources available on the Internet:

More information: LLUMC: <http://www.llumc.edu>; OPTIVUS: <http://www.optivus.com>; PROTON BOB: <http://www.protonbob.com>

As a direct result of my letter about prostate cancer on these pages last year, eight men selected LLUMC Proton Beam Therapy. I also discovered that a member of my UAL new-hire class is also a graduate of Proton Beam Therapy at LLUMC. Please take the time to have a PSA blood test every year ... and compare the results with previous years. Look at the trend ... then act!

Drop us a line any of you are headed our way. *Carl & Elise*

*Thanks, Carl. It's valuable to learn of the excellent results of Proton Beam. Surgeons almost always recommend their own type of surgery, and now we know of another excellent choice.-Ed.*

**JIM HARRISON** - 8118 Collins Street, Annandale VA 22003

Ted, There are a few days left in my birth month so I guess I beat the one in twelve odds on timely dues and news. Ten years into this retirement trip and hangin' in.

I was privileged to show off the NASM Udvar Hazy Center to a portion of the 20 RUPA Area Representatives in DCA last month. Also met many of them at the DCA luncheon the next day. Nice to put faces to names seen in the RUPA NEWS. I enjoyed the company of Doug and Marcene Rankin, Rex and Linda May and Cliff and Marge Sanderson to name a few.

The honor and benefit of being included on the RUPA Panel on the NASM Wall of Honor should

be evident. The collective aviation experience and contributions of the retired UAL pilots is exactly the point of the Wall of Honor. We all did our bit in the time allotted to us. Was aviation advanced? You bet! And a big part was on your watch. Hope you all will send in an application. I say all this as a 21 year NASM Docent and aviation history buff.

A trip to Israel last November was very gratifying. Amazing archeological discoveries being made. Never saw any sign of trouble. The only two places avoided on our tour was Jericho and Bethlehem. Just returned from a car trip Nashville. That Opryland complex is something else. The Grand Ole Opry was a hoot. Very smooth and polished performances. Drove a loop route through MD, WV, KY, TN and VA. Great scenery and roads. Everybody does 80 mph. I was happy to oblige. Came back to create a dust storm at my garden. Late getting the veggies in the ground this year. Come on tomatoes!

Regards to all, *Jim*

**ROBERT E. HEDGEPEETH**—35 Clintwood Ave, Englewood, FL 34223

Greetings to all fellow retirees. I have successfully reached the Biblical "three-score years and ten" (70), having retired ten years ago just eleven days before ESOP went into effect.

It has been an excellent time in our lives, with good health, good family relationships, good friends and some good travel experiences. I weigh 30 pounds less than the day I retired and so far, I only take a low dose aspirin daily and Eileen takes one prescription drug and one aspirin a day.

Our son, Bruce, is Senior Pastor of First Presbyterian Church, Deland, FL. They have Will, 14, a hockey goalie, entering 9th grade and Kate, 11, and a dance student, entering 6th grade. Our daughter Linda, has been married to Colin for 10 years, is on voluntary leave of absence from UAL and has a long arm quilting business. If you need any quilting done, contact me and I'll give you her e-mail address. (I don't get a commission.)

Friends—some from UAL, the military, our church and neighbors. We usually take one long trip a year, mostly hiking with long-time friends from the Army, the Pattersons. Last year we were in the Canadian Rockies for 2 weeks and this year we will be in Great Smokey Mountains NP for 2 weeks.

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The only thing I miss about UAL is all the good people I worked with on the line. Best regards to all for a happy, healthy and prosperous year. Love living in sunny Florida. *Bob & Eileen*

**DAVID & PAULETTE HEILBRUN**—3370 braebourn rd, Huntingdon valley, PA 19006 [Sky-qandk2@aol.com](mailto:Sky-qandk2@aol.com)

Aloha, As usual, I can't believe that another year has so quickly gone by. Three years into retirement and enjoying every minute. Paulette is now a retired Flight Attendant after 38 years.

We have a condo at the Mana Kai Maui. A Major structural problem had occurred with some of the walls. I'm on the BOD, and having a degree in architecture and an engineering background, volunteered to oversee the project. It was only supposed to be 4 to 5 weeks, but after a few weeks, it became apparent that the contractor needed help. I spent the next 4 ½ months running the entire project. It was a lot of work, however, I didn't get much sympathy from friends and neighbors back home - nor my wife who didn't have a snow blower.

In between, have made several trips to Oregon to visit Paulette's mom, who still runs her own ranch. Also took a two week tour thru China in conjunction with the Philadelphia Zoo.

We are hoping that UAL is on the right track. I have enough gray hair.

Many thanks for your consistent updates on everyone and also what's going on at UAL.

*David & Paulette* Website: [mauivacationparadise.com](http://mauivacationparadise.com)

**JACK HILDERBRANT**-- 1908 Pawnee Drive, Ft Collins, CO 80525 JFK EWR JFK CLE ORD DEN SFO LAX

Not much new to report. Still working with Eagle Scouts, the finest of our newest generation that will have to straighten out the mess that we are leaving them. I know that they are up to it. Last year I had a short career as a trim carpenter for a custom home builder until he decided that the fields were greener in another town. I'm still working with Habitat for Humanity a couple of days a week and doing some property maintenance around town. I sure don't miss the all night trips but I sure miss the layovers. Didn't do much traveling, just the usual weddings and funerals. Thanks to all of the folders and staffers. *Jack*

**RICHARD A. HOEFER**—24366 Totuava Cir, Mission Viejo, CA 92691

Hi Guys, Whoa! Boy. I gotta slow down. I missed the last two Dana Point luncheons. I had planned to go but stuff kept coming up.

Getting a Russian visa was quite an experience but it turned out fine. The first form I filled out was sent back because the form they gave me was outdated. But the second time was OK. The questions were interesting but hard to fill out. Things like, "Name all the countries that you have been to in the last ten years and on what dates." "Name ALL the organizations you have EVER belonged to or donated to." "What weapons have you been trained to use, including atomic, biological and chemical." I answered, "Nothing since I left the Navy twenty plus years ago." They accepted it.

I bought, yes bought, tickets on Aeroflot from Frankfurt to Moscow. It will be a struggle getting to Europe but we are leaving a week before the wedding. It's a young man that we were liaison for while he was here as an exchange student. We'll stay with the bride's mother in Protvino, 100 kms south of Moscow, for 2 weeks. The rest of the time we will stay with another friend, whom we were also liaison for, and her family in Bad Vilbel.

I'd like to go back to college and take a little French. Our daughter (AFS '87 I think) just had a baby June first. She lives in Paris. We'd like to go and see her soon but our daughter Teri, in Portland, is having another baby in the middle of October.

I just got a new video/digital camera. Man, it's amazing. Now all I need is a spaceship to go with it.

See ya when we get back, *Rick*

**DICK HOMAN**—7 Hummingbird Rd, Covington, LA 70433

Dear Cleve, Six years seem to have disappeared since my last trip. All is going well and we add grandchildren every year (now up to 8 1/3). We still split our time between Louisiana and Rhode Island and I'm still trying to catch all the fish in southeast Louisiana.

Enclosed is a check for \$125 so I won't be late for at least 5 years. Thanks for all the hard work and the great publication. *Dick*

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**WILLIAM A. HOYGAARD**—12182 E Amherst Cir, Aurora, CO 80014      hogaard@mho.com

The past year has gone fairly well for me. A diagnosis of diabetes in September 2003 has resulted in some major lifestyle changes and a new, smaller size wardrobe! At this time, I am doing well and all is under control with diet and exercise (no medication needed). The Kaiser clinic that I use has been great! The dietician is helpful. (Having a wife who is a nurse practitioner has been more than helpful too!) I do continue to be on Coumadin and my blood monitoring for that is going well. Any questions about impact of changes in exercise, weight, need for over-the-counter medications, etc. receives a very prompt response from the Anti-Coagulation Pharmacy Team.

We did not camp as much in 2003 as usual due to concerns about the West Nile Virus. For those in Colorado/Wyoming, no explanation is needed. For those who live in an area where it is not yet a problem, it is something you want to avoid. Being over 60 and bitten by a mosquito that carries the virus has an increased risk of serious illness and even death. We are hoping this year will not involve as much risk and have our economy size insect spray with DEET ready to use! We did spend a most enjoyable week at a working ranch southwest of Gunnison CO and look forward to a return trip this summer. It is beautiful there and we go with a great group of people. And, a driving trip to Idaho to visit the grandchildren was fun in 2003 and is planned for 2004 as well. And, who knows what other trips will end up coming our way.

The monthly RUPA meetings provide an opportunity to see old friends and to talk about airplanes. I really enjoyed the Denver Council 33 Retirement Dinner last fall and hope to attend this year's event as well. There were a lot of familiar faces there but a lot of new ones as well.

As I approach 11 years of retirement, I see many changes in United. I do remain optimistic that it will remain viable. Increased health care cost sharing is something that will almost certainly occur but I think paying a few dollars more is much preferred to paying the entire costs or going without supplemental coverage!

*Bill SFOFO*

**ELLIE & JIM IRWIN**—7106 Fallbrook Ct, New Port Richey, FL 34655 PIT BHM PIT USS PIT JFK LGA ORI

Dear Cleve, Twenty Five years on the 22<sup>nd</sup> of this month since I retired. Where has all that time gone? Memories are sweet though of those years, and the years spent with Capital and United. I hope and pray United makes it out of their present troubles, but I would not bet on it.

Those of us from Capital were most fortunate that United was there to adopt us we were going to go belly-up. There is no one out there to adopt United. I remember when Capital was in very serious financial trouble; Jim McClure made a motion at our Council 58 meeting to take a 50% pay cut. I seconded the motion but it did not go over with the MEC. My mother always told me that half a loaf is better than no loaf at all, and I believe that is so true.

Not much new here, except the aches and pains that go with the aging process. I don't know too many of the names in the *RUPANEWS* any more, but I love to hear of their exploits.

Again our many thanks to those who do all the work to keep us informed. We wish you all well, and keep the faith. *Ellie & Jim*

**MIKE KAUFMANN**-- 117 Phelan Court, Santa Cruz, CA 95060

[mpkpaa@cruzio.com](mailto:mpkpaa@cruzio.com) - retired September 1998. Sue and I just got back from a two week trip to Italy, taking UAL to Frankfurt and Lufthansa to Venice. We actually BOUGHT the tickets! Nothing beats the Merry Month of May for great weather. We started in Venice then by train to Cinque Terre. Then a rent-a-car through Tuscany and Umbria. We gladly dropped off the rental car in Rome 4 days later because you have to be crazy to drive in Rome and there's no place to park. We tried the Metro but got turned off by a pickpocket while boarding a train. Luckily, my sensitive butt felt my wallet leaving my pants and I was able to grab it before it got away. Italy is still a great place to visit, but it's a lot more crowded than it was nine years ago. I blame all the bigger planes, and more of them! We liked Venice the best though it's expensive.

I'm so sorry to hear of Jock Savage's passing. My condolences to his family. A fine gentleman and a Scot to boot! *Mike Kaufmann*

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**THIS JUST IN--**

Hi Ted: Just for your info--A friend & active FedEx Captain forwarded this.

Most interesting --but not surprising. If they are having size problems even before it has been assembled--think of the ones they will encounter after launch. Like needing Gander for an alternate in case of fog or a terrorist alarm in New York--or any number of such possibilities they could encounter in flight that today's aircraft handle routinely. I still think Boeing has the right idea with the 7E7. Regards, Chuck

**No one said it was going to be easy!****A380 HITS TURBULENCE WHILE STILL IN THE FACTORY**

*Times of London* 05/21/04 AUTHOR: Russell Hotten  
(Copyright Times Newspapers Ltd, 2004)

IT HAS been five years in the planning and is costing £6.6 billion. But while the makers of the world's largest aircraft concentrated on the big picture, they seem to have overlooked a few minor details.

Not only is Airbus facing delays in delivery of the wings for its A380 super-jumbo jet, there is also fierce opposition to the company making essential changes to one of its factories.

Development of the 555-seat A380 is one of Europe's largest industrial projects, an engineering achievement that involves Airbus producing parts in four countries.

Yesterday, it emerged that the A380 won't even be able to land at its Hamburg factory to be fitted out and painted. A German court has ordered Airbus to stop extending an essential runway at the factory because of opposition from environmentalists and residents. To expand the runway, Airbus must dig into a dyke. Airbus plans to appeal, but given the power of German Greens no one is expecting an early resolution.

However, it would be an achievement for the aircraft to be able to fly to Hamburg at all. The A380's 80-metre wings are being made at Broughton, in North Wales. The plan was to ship them to the Airbus headquarters in Toulouse, France, on a purpose-built ferry. Except that the Environment Agency and the Welsh Assembly have refused the Port of Mostyn permission to dredge the harbour so that the ferry can dock. That would upset the wildlife.

Instead, the wings have to be partially dismantled and shipped on a smaller boat to Toulouse, but even this vessel may not get access to the dock as the harbour continues to silt up.

With the first A380s due for delivery in 2006, there is serious concern about delays in assembling the aircraft and doing the necessary test flights.

An Airbus spokesman in Toulouse said that it was a national holiday in France and referred The Times to Hamburg. At Hamburg they said it was a national holiday and to ring back on Monday.

Jane Morgan-- BCA Project Mgt Support Services

**CURB-SIDE CHECK-IN NOW AVAILABLE FOR NON-REVENUE PASSENGERS**

Nearly all stations now have the ability to check in non-revenue travelers at the curb, giving employees, retirees, eligibles and companions a convenient check-in option while helping to reduce congestion in the lobby. All stations will have this capability in the near future.

"Non-revenue travelers now have every option available to them for checking into their flights," says Carla Alexander, senior staff representative- Airport Services Planning. "The project required installing new technology at each station to process and issue non-revenue passengers' departure management cards or boarding passes. All check-in processes at the curb are the same as they are inside."

As a reminder, an international travel embargo is in effect on select routes for unaccompanied companions and other airlines' employees, retirees and travel eligibles, including those of United Express carriers.

NewsReal reported on May 28 that historically high load factors in certain international markets and requests from international stations led to United's decision. Details are available under today's headlines on SkyNet's homepage.



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**PATRICK F. KEELEY**—3505 Tuscany Dr,  
Idaho Falls, ID 83404

Dear Ted: Our first year in retirement has gone fast. We've traveled quite a bit to both coasts, all by car. Fishing and snow skiing take up the rest of the year.

This year includes more of the same plus the wedding of our youngest son. We hope everybody has a good year. *Pat*

**PHIL KLETT**—1460 Schooner St, Foster City,  
CA 94404 Dispatch 1939, OAK, PDX, DEN, SEA,  
SFO

May I add my thanks to those many others, who appreciate all the work that goes into the operating of RUPA and the *RUPANEWS*.

I am still considered a Prostate Cancer survivor even with a PSA of 32.0, and recently spent a few days in the hospital, putting a stop to a colon bleeding diverticulum. Seems to be O.K. now.

However, at 85, (which I am today) all body functions, slow down a bit. *P.K.*

**RUTH G. KUHLMAN**—7418 Spring Village Dr  
#330, Springfield, VA 22150

Enclosed is my check to cover mailing costs of the *RUPANEWS*. Don't know who put my note to friends in it the last time, but thank you to whom-ever.

Since Ray left, my kids have been dragging me "kicking and screaming" into the 21st century and I am learning to enjoy it.

All I can say at this time is, love each other LOTS!  
— Life is short. *Ruth*

**M. LEWIS LAWRENCE**---263 Robin Drive,  
Sarasota FL 34236

May 20, 2004

Dear Ted,

Had a great 67<sup>th</sup> birthday celebration. Took my daughter and grandson up in the Waco. Marnie and I are looking forward to the cruise. See you all in Alaska, *Lew*

**JOE LEA**—104 Mullin Ct, Chapel Hill NC 27514

Turned 61 last month, and have been having so much fun celebrating that I forgot to send my check, my apologies.

Since I retired, we moved after 7 years on the Outer Banks to Chapel Hill, NC. My wife Laura is now an undergrad at my alma mater UNC (Go Tarheels!), and our daughter, Jordan, is a rising high school senior. My son and his family live in Chapel Full as well.

I'm keeping busy clearing our 10 acres, camping in the Blue Ridge Mountains, playing with the grandkids, attending lectures, and auditing classes. (I find I'm a much better student this time around, . . . something to do with age and experience, I guess. I'm also enjoying walking on campus with a pretty young co-ed on my arm - my wife, of course!)

Thanks for all you do pulling *RUPANEWS* together. You do a great job of keeping us all informed. Regards, *Joe*

**LEE LEWOOD**—105 Old Bridge Ln, Chapel  
Hill, NC 27514 1955 to 1985

Been 3 years since Betty passed away - still miss her - she was such a big part of my life. (In her quiet way.)

Sold my Stearman last year. After 11 years I just got tired of owning, but the young man I sold it to keeps it in Burlington and I still get to fly it occasionally. My attorney bought a cub and I get to fly that quite often. Still Instructing at the flying club. You know, it's a lot less stressful flying other people's birds.

I'm taking my nieces and their husbands, my two sons and their wives and myself on the Alaskan cruise in Sept. when I'll celebrate turning 79.

I appreciate all RUPA does to keep the troops informed about UAL bankruptcy proceedings. I just feel fortunate to have a somewhat distrusting nature when it comes to finances. Ever since I can remember I've diversified everything financial, insurance, savings, investments and retirement funds including Social Security. Guess I just have a suspicious nature.

God has been good to me, I take no medications, but we know how quickly that can change so like I've been told by my older friends "Live each day to the fullest." Lord how I try!

Fraternally, *Lee*

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**ALLEN LOCHER**—134 Tierra Vista Dr, Kerrville, Texas 78028 [avioneer@ktc.com](mailto:avioneer@ktc.com)

Dear Cleve, Number 72 is fast approaching at seeming sonic speed, so here's my NEWS dues. My health continues so good that I am renewing for TWO years...

When finally opportunity arose, we bailed out of Greater Denver for parts less populated, and finally touched down for good here in Kerrville Texas. At that time - late nineties - the local population was about 40K, and the place was right peaceable. Regrettably, we now cannot mistake the signs of civilization looming ever closer.

First off was the inevitable traffic overloads twice daily on our one through-town thoroughfare, a state highway. (Incidentally, that was the prime motivator for our departure from Parker, Colorado, the twice daily commuter through-traffic overloads jamming the town N-S artery.) Then came the banks, popping up like weeds all round town. Obviously the bankers spell growth money...

Early on, we located and joined a wonderful small church. Subsequently, church growth necessitated more space, and it was fascinating to observe the stunned reaction of the longtime members - still tuned to 1960s costs - when told of current land prices.

As to retirement activities, I disposed of my C195 exDEN, and settled into quiet country living, then discovered astronomy and subsequently astrophysics. The Hubble telescope has opened a vast new science frontier, and were I asked to advise a youngster about educational direction, it would be science.

And along that line, some of the members may still be avid readers as am I, and I am pleased to inform anyone interested of a very reasonable book source. Namely Edward R. Hamilton, Bookseller, in Falls Village Connecticut, 06032-5000 (that is his complete mail address, too). Hamilton sends out a free 20 page newspaper style list of his finds about every two weeks, handles mostly hardbacks which often are of very recent publish date, and run about \$6-\$10.

Hamilton has also a very comprehensive web site for book shopping at [www.EdwardRHamilton.com](http://www.EdwardRHamilton.com).

Yours, *Allen*

**BOB & KATHY LYNCH**-325 Clifton Avenue, San Carlos, CA 94070. (650) 593-2232, e-mail; [blynch@mail.arc.nasa.gov](mailto:blynch@mail.arc.nasa.gov).

Hi Cleve: I'm sending this to you via e-mail with postage check to follow. It is truly a sad thing to write this letter and NOT address it to both you and Jock. What a loss for all of us. I'm so glad we were able to attend the reception after the funeral. It was very moving, especially to hear the speakers who eulogized him. I think few realized the depth of Jock's intellect but we certainly all recognized him as the true gentleman he was. He will be missed.

Nine years now and counting. Kathy and I are still blessed with good health. Did our usual trips this past year to Carmel and our place on Kauai, and expect to do an instant replay again this year. We added to that trips to Sao Paulo in October and Paris last month, both for NASA business but enough time for a little vacationing as well.

Was our first time to Sao Paulo and if you haven't been there, don't bother unless you want to witness some real poverty and dreadful sanitary conditions. E.g., the open sewer in the freeway median approaching the airport. We first thought it was just a canal. However, if you look close, you can see the sewer pipes every few blocks pouring muck into the "canal." Yuck! Double yuck if you happen to be downwind. We stayed in a resort area on the ocean about an hour from the city of Sao Paulo but the poverty is thinly disguised everywhere you look. People living in boxes along the highway in many places. We were warned not to go outside the hotel property at night. Hotel guards at every exit of the hotel property. The mountains, coastline and our hotel were beautiful, but - - -. We did, however, have a nice motor cruise around the coastline on a big schooner and overall had a nice time but my advice is, if you haven't gone, don't; even for the cheap prices. Oh, yes. Have you ever tried working with Windows XP in Portuguese? That's a trip!

Paris was wonderful as usual. We did have a rare treat on this trip. One of the companies we work with there, SAGEM, hosted dinner for us one evening at the Jules Verne restaurant in the Eiffel Tower. Don't know if any of you have been there but it was outstanding! They served a 7+ course meal with as many different good French wines and



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Champagne to go with it and all with the lights of the city of Paris stretching out below. Definitely an evening to remember! If you have the chance, don't miss it.

With a few other family trips thrown in for good measure, we met our three-vacations-a-year minimum again this year - - - and then some.

After all the bankruptcy turmoil at UAL, I'm glad I'm still gainfully employed at NASA. I am still enjoying the work in addition to the comfort-level provided by the income.

Kathy and I attended the ALPA National Professional Standards conference again this year. This time it was at the Renaissance in downtown Seattle. It's nice to be included after all these years since I chaired the National Committee. Kathy is still chairing the AFA Council 11 EAP/ProStan committee. With both EAP and Professional Standards functions to deal with, it's a much busier job than I ever had to deal with. I don't see how she does it along with a full flying schedule. (Kathy's note: "With my husband's help.") (Bob's note: I sure got her fooled!)

Just heard today that UAL was again denied the government loan guarantee they were hoping for. Don't know what that means for us retirees but I know it's nothing good. The health benefit give-back may be just the beginning. Who knows at this point...

Maybe it's just me but I think it's interesting to note that after 9/11 Congress passed legislation to help the airline industry recover by establishing \$10 billion in federal loan guarantees to make that happen. To date, almost three years later, the Air Transportation Stabilization Board, which is managed by the current administration, has only approved \$1.56 billion in loan guarantees. It would seem that the wishes of Congress and the best interest of the traveling public has again fallen victim to political agendas and corporate lobbying (union busting). Maybe if they can prolong the UAL bankruptcy until after the national elections, with a change of administration UAL will receive the loan guarantee it needs. One can only hope.

No matter what, I expect UAL senior management will find a way to congratulate themselves with more bonuses, this time for finding a way to rip off the retirees. The only thing that will ever stop them

is when there is no more money in the kitty to rob. I expect this latest bunch to eventually leave the debris behind and move on to the next easy target for an instant replay on other hapless souls. Wonder how many chateaus in Europe and New York 5<sup>th</sup> Avenue apartments we've paid for since Dick Ferris arrived. On second thought, I don't want to know.

Question: Do you know the definition of a "pessimist?" Sure you do. That's an "optimist with experience." With that nugget of wisdom in mind, I guess you can say I'm an experienced optimist when it comes to UAL.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

Good luck and good health to all of you during the next year. Maybe I'll retire for real next year. Or, maybe not - - - . Fraternally - **Bob**

**PETER M. LYNCH III**—381 Sunrise Dr, golden, CO 80401

Hi Cleve, We cannot believe that I've been retired for two years now! Perhaps it's because of Netjets. We did get in a couple of nice trips this past year to Maine, Aspen and Half Moon Bay.

Nancy and I are really looking forward to the cruise in September, and seeing a lot of the guys again.

Hope you enjoy a nice summer there in the Bay Area. *Pete*

**J. RICHARD MARSHALL**—3622 Overlook Trail, Evergreen, CO 80439

[richmarshall@earthlink.net](mailto:richmarshall@earthlink.net)

Hello Cleve; Enclosed is the check for this year, only 1 month late. After 4 years of retirement, this is the first note sent by me with the check.

I'm still hanging out up here in the pilot ghetto of Evergreen. We're just finishing up a 9+ month rebuild/remodel of our home here, and all I've got to say is "never again". It might not have been so bad if we hadn't been living in it at the same time. Why not rent, you say. We are active, or at least we were, in Greyhound rescue, and would you want to rent to someone who had upwards of 7 dogs at one time? We have 3 of our own and foster as many as

4. What a wonderful breed of dog to have suffered the fate they did for so many years. If they didn't pay the bills, they were euthanized, up to 60,000 per year worldwide by some estimates.

Enough of the soapbox stuff. We have kids and grandkids in NYC and New Jersey, so Catherine and I have got to wonder how much longer we'll be staying here in Colorado. I know one thing; it will have to be until after the 2005 NFL season is over as that is how long our club seats with the Bronco's run. Splurging on club seats, at least in May of 2000, it seemed like a good idea.

I enjoy reading the minutes from the monthly meetings around the system. I have not made it to a meeting here in Denver yet. It seems that I know so many more attendees in the southern California meetings than I do here, even though I have lived here for 18 years. Maybe next month I'll get to the VFW hall. We'll see. *Dick*

**STEPHEN MARTIN**—2327 Bayside Ct, Westlake Village, CA 91361

Dear Cleve, June 13th, three days from the writing of this letter we will ring the bell 81 times, and that is the extent of the exciting news for the year.

The gray cells are still functioning well as proof with check in the mail. I keep looking for the La Guardia, JFK guys for some news but I come up empty.

Kudos to all who help with the *RUPANEWS* and to our Editor. Regards, *Steve*

**GERALDINE M. MENEFFEE**—5830 Holmes Run Pkwy #1411, Alexandria, VA 22304 730-751-7502

Dear Cleve, Have moved to the above address. Loved Pittsburgh and all the benefits for seniors, especially the friendly people, but wanted to be close to two sons and their families, also Dulles. It's easier to fly non-stop to SFO to visit my daughter Connie and her family. 8A designation sometimes leaves me behind. Bill had 28 years 3 months with United, but was an active employee, not a retiree.

Still recognize quite a few names. Enjoy the travels of everyone. Appreciate the hard work of the staff. *Gerry*

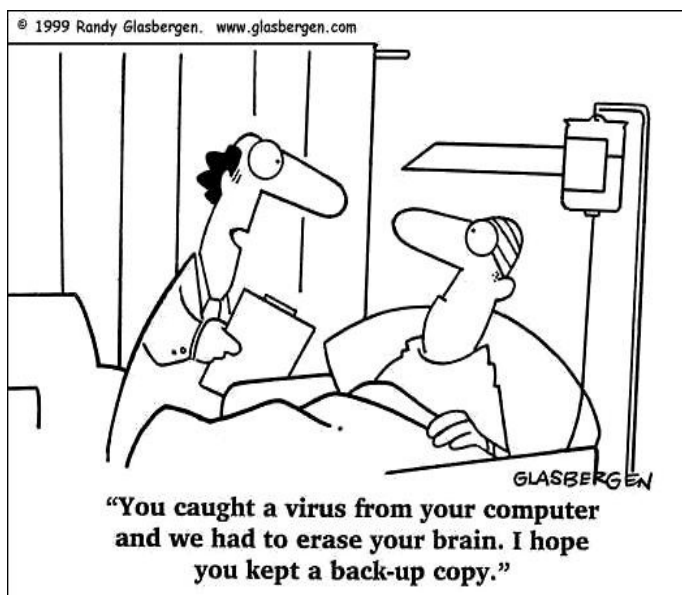
**JOE C. MINICK**—3108 Nealwood Ave #803, Orlando, FL 32806

Dear Cleve, I have been out of touch since retiring two years ago and thought I would send this along to get back in the loop. A month after my last flight, Lee and I sold our home in the Annapolis area and set out across the Atlantic in our sail boat "Southern Cross" a 43' cutter. After stops in Bermuda, the Azores and Ireland we worked our way up the Thames to spend the winter in London. Liked it so much that after a summer cruising in Northern Scotland and Ireland we returned for another winter. Now we are in Ipswich England preparing for a summer trip across the Bay of Biscay and into the Mediterranean. If all goes well we will spend next winter in Turkey. A lot of work but no major disasters to date and a fine adventure.

Very sorry to hear about Jock. Many thanks to all of you for your efforts. Really enjoy the *RUPANEWS*. *Joe*

**JAMES MOREHEAD**---- Box 420399 Summerland Key, FL 33042-0399 1969-2003 EWR JFK DCA MIA ORD SFO LAX DEN (16 schools) TDY SEA LHR HKG (2 times) HNL moreheadjames@aol.com

I've been receiving the RUPA Newsletter for over 25 years and got to know a few people over the years! But this time, I am the retiree in 2003 directly as a result of United's financial situation. Early retirement seemed logical and still does. It is hard to explain this to many and even to some within our own airline and industry because everybody's situation is different.



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Although the President signed the bill that bought us two years of "security" in our pensions, nothing is guaranteed. 18 months ago, when I made my decision, it seemed like the right thing to do and while United has some signs of improvement, things are still risky. I would likely have made the same decision today that I made last March. There are a few guys still left from the 1966-1971 group, but very few.

Everybody's decision is based on their experiences and my group had about six years on furlough. Furlough years are not recognized by the PBGC. Further UAL's current contract has the number of years in the program capped at 30 years or however many years you had exceeding that minus the first year on probation. I received the higher multiplier and now the multiplier has been reduced also. 747-400 pay is now the same as 777 pay. I was fortunate to have had three years in the 2000 contract on the 400, so my decision was hard, but there were more reasons to retire and take the lump sum as a lot of my friends did who were between 56 and 60.

If United does not survive the current bankruptcy and goes to Chapter 7, the pension plan would be terminated. United could still terminate the pension plan before or after exiting bankruptcy. There are just so many scenarios that could happen. The rising fuel prices are not good news either.

I started with a Company called China Airlines who flew 747-400s and has about 55 airplanes with over half 747-400s. They are very much a big player in the Freight market and Freight saved a lot of companies during the SARs problem in 2003.

China Airlines has many almost new 400Fs which is a neat airplane to fly. I was based in SFO and they would build a schedule from the US to Taipei and then be gone for up to 22 days per month with 8 off in the US. In those 22 days, one could return to America a few times, but some months I didn't. It was not like our conventional bid lines at UAL where we would go SFO-TPE-SFO and repeat that 3-4 times per month. That was the worst part of the job. Being gone so much was not much fun.

I flew my last UAL flight on a TDY assignment in HNL on 2/22/03 landing in the early morning dawn from NRT and likely my last China Airlines flight on 2/22/04 landing in the early morning dawn in Taipei.

The other piece of news that has devastated my life is that my wife Bonnie has chosen to end our mar-

riage of 11 years which is a very disappointing event in my life. This ranks up there in magnitude with my Daughter Whitney's death in 1996. This year and 1996 and with Dad's death in 1997 have not made some of these years extremely easy ones. I'm on a leave from the other Company and not sure what the outcome of this will be.

In the meantime, perhaps God has suggested that having thirty days off per month in retirement may be an excellent way to enjoy one's life. Life in the Florida Keys and Tahoe may be the best of both worlds if the pension plan will stay intact.

I stay in very close touch with many of you through the Newsletter, retirement parties, various forums, telephone, and e-mails and hope that we can continue to do that.

KEEP THE CHECKS COMING! And the "other" check to Cleve is in the mail. *James*

**DENNIS P. MORELL**—157 William St, Catskill, NY 12414 [dpmorell@aol.com](mailto:dpmorell@aol.com)

Cleve, Another year went by so fast that I almost forgot my financial obligation to RUPA. I really enjoy the *RUPANEWS*. Thanks to all for the effort in putting it together.

Much of the year was spent in trying to get caught up in many years of "Honey Dos". Little things like remodel the kitchen, and master bath. Between hammer strikes on my thumb, Jo and I managed to find a little time to tour Vermont, New Hampshire, and Maine in our motor home last summer.

After having experienced more Upstate New York winters than we can handle, we headed south and west in our motor home with two German Shepherds and one cat in tow. 8,000 miles later we arrived back in Catskill in the middle of May. (That's my excuse for being late with my check.) Our only regret is that we didn't head south sooner. This coming winter we're outta here before the snow flies.

All the best to my fellow Ruparians, *Denny*

**CHICK MORRILL**—2775 Ranger Road, Clover, SC

Ten years since last flight, time has flown-guess we're having fun. Horse farm is still working but we are dispersing the herd. Ready to scale down. Gonna buy a place in Mexico some place in the

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Lake Chapala area. Also build a small home here in Clover. All our kids and grand kids live in the area here. The daily grind of animals is getting real old and so are we. Our usual trips to Mexico and cruises with our kids and grand kids and their folks. One highlight of '03 was the reunion of my old fighter squadron the 465<sup>th</sup> FIS. Hadn't seen those guys in 47 years. The bond was still there, definitely great guys and had a great time. Great job as usual on the RUPA news, thanks to all. *Chick and Maurita*

**DONALD F. MOTZ, JR.**—526 S. Gables Blvd, Wheaton, IL 60187

Dear Cleve, After spending my 60th year reading people's comments about not being able to get their dues in on time, I have morphed into one of those very people. But as my wife continually reminds me, better late than never.

As some of the early 1980's captains may or may not remember, I decided to go to law school in case United thought I needed another seven years off further down the log. My hobby of flying supported the legal endeavor until last April when my appointed brain implosion time arrived. With the absolute certainty that United will keep our pensions secure, I ramped up the business in the last year to the point that I now know more than ever how good we had it dealing with heavy metal and not humans. Also makes me appreciate what retirement can really be like. But that being said, I am dabbling in the legal realm now. I, like United, have not reached breakeven yet but I often think I may achieve that milestone before UAL does.

Having to keep some semblance of office hours has not allowed us to get up north to Minocqua, Wis., to the cottage as much as we would like but I am tailoring the business to be run from anywhere and this will help with short trips around the countryside.

Our only child, Paul, graduates from DePaul University June 13<sup>th</sup> and will enter DePaul Law School in August. We were on the four-year plan for undergrad and as a gift and an incentive to continue we have sprung for the first year of law school. I have also learned this past year that those kinds of expenses never seem to go away.

Retirement was more of an adjustment that I was

led to believe it would be. While still in good physical health, got my 1<sup>st</sup> class renewed last week, (my mental health has always been questioned - more like brain dead) it is hard to give up a really neat occupation. The security situation since 9/11 has not helped either. Most retirees can drop in on their old haunts and chew the fat but that is difficult at ORD, even if I bumped into someone I had flown with.

Looking forward to the Marine Helicopter Association reunion in Reno next month to hone those old lying skills. We both want to plan a little more travel this year as well.

Hope this finds everyone well, wiser and with a continued pension. Sincerely, *Don*

**ROGER NELSON**—3924 Crescent Dr, Granbury, TX. 76049

Hi Cleve, All is well with the Nelson's. Ann and I are enjoying retirement by traveling the country in a motor home. Purchased a 42 ft. Monaco Dynasty last Dec. It is a great way to see the country.

We spent the winter months in the Palm Springs area, and are planning the summer travels in Canada (Calgary Stampede) and Oregon. Also will visit the grandchildren in the Chicago area.

Health wise we are doing great. Just waiting to see what the insurance will cost us. I have made it to the Medicare age this year, so will be picking up the supplemental insurance for that.

Thanks to all that put out the "news", a great paper. *Roger*

**JOHN C. OSBORNE**—22565 Rio Robles Dr, Red Bluff, CA 96080

Dear Cleve & Rose, All is well in Red Bluff, busy fishing, golfing, motorcycling, four wheeling, kayaking, gardening, attending Rotary etc. Leslie has taken up "English riding."

Is it any wonder I'm late with dues again.

Thanks to all of you at *RUPANEWS* for all your hard work and dedication.

Stop by if you're ever in N. California where the Sac. River is pristine and the rainbows are plentiful. Fraternaly, *John & Leslie*

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**GEORGE PRESS**--- 13419N Calispel Ct, Spokane, WA 99208 1964-1999 ORD, CLE, ORD, SFO.

Dear Ted, Thanks for stepping up after the very untimely death of Jock. We were very saddened to here of his passing. Glad and I are getting ready for our annual three months in Newfoundland so this should arrive about a month before my birthday. Not much new to report. I did finish my Challenger II this spring and so far I have flown it 30 hours, just 10 more before I can carry a passenger. Next job is to install amphibious floats probably after our return from Newfoundland in late September. Our only grandchild Dylan will be two in a few days so we will spoil him a little as we pass through Chicago on our way to Nfld. It sure is hard to believe that it has been 5 years since I last parked the 400 on the way home from SYD. We will be hoping and praying that United successfully emerges from bankruptcy this summer. A great deal of thanks to everyone who makes the *RUPANEWS* possible. Have a great summer! Cheque's in the mail to Cleve. *George & Glad.*

**LAVERNE F. REU**—5694 Marsh Rd, Elkhorn, WI 53121 [ljreu@aol.com](mailto:ljreu@aol.com)

Dear Cleve, Enclosed is our RUPA dues for two years. We enjoy receiving the news and thank you so much for all the effort you put into it.

We have been going through some tough times the past year. Our daughter went home to the Lord last February from cancer and we have spent many hours trying to get her estate taken care of so her two children can go to college and that is where they are right now. While we were in Florida for the winter we sold the house she lived in for 18 years and would not recommend transacting business long distance.

Right now we are in the middle of selling a house of an aunt who is in a nursing home and needs the money for care. Packing a house up is bad enough but two in one year is not to be wished on anyone. Hopefully come June we will be able to do more traveling and get back in the swing of enjoying retirement once again.

Tomorrow we head for Colorado and then New Mexico to see how much the grandchildren have grown. And that is a good thing!! Will write more next time. *Laverne & Jean*

**DICK SANDERS**--- 31079 Lands End Lane, Westlake, Ohio 44145

LOOKING BACK on the year ever so briefly, I see a packed daytimer 'tween June '03 and now. Amongst the highlights, the DAY airshow last July was terrific with so many tie-ins to the 100th anniversary of flight celebration. In particular a side trip to Huffmann Prairie (near the AF Museum) where the Wrights did their early test flying. I see journeys to Seattle and Cincinnati for visits with our offspring and a flying trip to South Bend for a ND/Wash. St. football game. Niagara on the Lake is on the Oct. Calendar - great theater in a beautiful little town. We had a fine time at the RUPA gathering in San Francisco. Angel Flights aplenty and always very satisfying. A couple of times in the company of Al Cavallaro. Fun to have a co-pilot along when there is a seat in the plane.

LOOKING AHEAD we see the Cruise to Alaska in Sept. and Mary Lou and I look forward to renewing some acquaintances. If you haven't come across the name Siebert in your RUPA directory, that is our daughter Ellen and her husband Chris who we have asked to join us.

To you Ted, many thanks for stepping into the editors shoes. And to all of "the staff" - thanks for a remarkable publication.

We enjoy good health as we nudge into our 11th year of retirement. Hope to see you along the "Mainline". Fraternally, *Dick*

**AL SCHMITT**—742 Spyglass Ln., Sequim, WA 98382 1966-1997 LAX

Hi Cleve, Happy to report that all is well here in God's country. The years are going by way to quickly but we are enjoying them.

Both Patricia and I are healthy and thankful for that. She is still very busy helping to manage and improve our little town as a member of the city council. I keep singing and running the local chapter of the Barbershop Harmony Society; keep up with the Airdale Navy as a member of ANA and do some flying and boating. It's a tough life, but....

All the best to our friends and all the guys and gals working to keep UAL flying. Thanks to all the RUPA workers; check's in the mail. *Al*



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**HOWARD A. SHAW** --- 3 Possum Path, Coram, NY 11727 [hashaw25@aol.com](mailto:hashaw25@aol.com)

Hi Ted, Jock must be very proud of you. The *RUPANEWS* is in good hands. My past year has been quite routine. Only had one brief hospital stay during our winter in Florida. Our two children are so busy they are finding it hard to find time to drive Mom and Dad to and from Florida. This year we had to call on a close friend to drive us back north. We are very close to selling the house in cold snowy Long Island. I am now used to being hooked to an oxygen concentrator by 50 feet of hose but I find the onset of Macular Degeneration is a real drag. Hung up the driving gloves, try to read the newspaper with a magnifier, watch TV with binoculars and ask the poor wife to read the restaurant menu. In spite of all this complaining I do lead a good and full life. Spending the cold winter in our Florida condo ain't bad. This past winter I even got to a Treasure Coast RUPA luncheon thanks to Clay Grant driving me. Life is good if we take it ONE DAY AT A TIME. Sincerely, *Howard*

**JOHN H. SHORE**--- John (99) and Marcia Shore [twoflew@starband.net](mailto:twoflew@starband.net) 11 June 2004

G'day Ted...

First, my admiration and appreciation to all of you who so graciously give of your time and talents to keep the rest of us informed and in touch. I thoroughly enjoy the snippets of activity by old acquaintances. It is always with heavy heart, however, to see the names of friends 'flown west' and I have included a very belated article on old friend Bob Burdick (with wife Betty's concurrence) so that his passing will not go without proper notice. Marcia and I exchanged vows on Balmoral Island, Sydney Harbor, this past April and continue to make our home on a charming creek leading out to the eastern side of Chesapeake Bay. Amazingly rural by East Coast standards....except now D Rumsfeld has purchased a nearby property so a few more black SUV's and black helo's frequent the area.

I still own and fly a micro-light in New Zealand and keep current my PPL there although we are no longer involved in the big house project. Like so many things it just seemed less expensive to rent. I also keep current in a 172 (which I rent) at our wonderful little local airport. It is always on the tour agenda if any friends ever find themselves in this hideaway.

Marcia and I enjoy a cruise or two every year...always on Holland-American Lines. We've spent a goodly portion of this past year attempting to modify the rambunctious behavior of our sweet 'Labradoodle' puppy and in general enjoying each day in "the Land of Pleasant Living".

Check in the mail to Cleve. Heart-felt thanks to URPBPA and all others involved in the Retiree Coalition. Safe travels all. Regards, *John*

**RICHARD Q. SLINN, JR**---7960B Soquel Dr. Ste. 168, Aptos, CA 95003

Hey Cleve, All you guys really are right. Time sure does fly in retirement. 18 months into early retirement – will be 60 next month, and I have no idea where it all went.

Here are next year's dues early. Probably the only time this will happen, but I'm still a "youngster" for another month, so still have some memory left.

Thanks for all the hard work. *Dick*

**HAL SPROGIS**---535 Knotty Pine Drive Incline Village, NV 89451 [HalSprogis@nvcbell.net](mailto:HalSprogis@nvcbell.net)

First, thanks Ted for your work as editor. You have provided the time and dedication needed to carry on RUPANEWS.

Second, some personal thoughts and quotes about our industry. I call it:

#### ***OIL CHANGE***

Most people give little thought to *change* affecting what we do, or in what happens around us on a moment by moment or daily basis. Why bother, change happens constantly anyway. And, if we deal with it on the short term, it seems as if there is no change affecting us at all! However, on a longer term, changes insidiously multiply, sometimes ushering in unwelcome surprises.

In one way or another, we can all relate to such changes. As our airline industry enters the twenty-first century, we now experience changes never before contemplated.

Sydney J. Harris wrote, "Our dilemma is that we hate change and love it at the same time; what we really want is for things to remain the same but get better."

While looking back on my 46 year airline career, it seemed unimaginable that our industry could face the extremely difficult times we now experience. Then, the only road for the industry seemed to be

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up, up and more up, similar to the rise and growth of the dot com industry in recent years. From the 1950's, many issues came into play over the next fifty years. Massive airline growth, especially after deregulation; the always debated issues of good or bad management; new entrants with lower costs, who mostly failed until recent years; globalization and the threat of cabotage becoming ever more real; as well as airline security and a host of other factors. However, one issue transcends them all. Always worrisome, sometimes concerning, but now threatening. It is oil. Not, can we get enough, but can we operate our technologically advanced vehicles cheaply enough to make a profit, with the certainty of continued escalation of oil prices over the coming years.

In the beginning, when we flew piston engine transports, and into the 1960's with the introduction of jet transports, some experts estimated that there would be enough *cheap* oil to last for more than a century. As "*National Geographic*" magazine in it's June issue points out in it's lead article, "The End of cheap Oil," we may have oil well into the future, but it won't be cheap! In addition, this process would be accelerated, if the control of major world oil supplies were to fall into the hands of social misfits and suicidal radicals.

Most of the world's airlines can be affected. Some will cease operations. However, for most of us, the long term solutions are beyond our reasonable lifetime. We must watch from the sidelines, as passengers to a destination that is still to be determined. However, not without hope, if we resolve the issues of needed new forms of energy for our future transportation systems. As James Baldwin has stated, "Not everything that is faced can be changed. But nothing can be changed until it is faced."

Perhaps, our brightest young minds will see the need for an *oil change*, and our vehicles will still move as they do today, but with an alternative and cheaper, source of fuel than that from oil.

With regard to our condition at United Airlines today and what we might do, I am reminded of this quote by William Arthur Ward. "The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails." *Hal Sprogis*

P.S. United Airlines was my fourth and most lengthy career, but even now in my mid-seventies, I have been "adjusting my sails." My fifth career is in the area of land subdividing and real estate development. As a single guy for almost ten-years, I

take great pleasure in dating and meeting new "lady personalities." After all, one has to continue to "keep a life" by making and sharing the happiness that we all can provide for each other. By the way, the check is in the mail.

**CHRIS SWENSON**---172 Sunny Dell Lane, Sequim, WA 98382 '65-'98

Ted, Many thanks for doing the editors work! Today is the deadline for July and birthday 66. It has been six great years of retirement. Difficult to believe that UAL has been in bankruptcy for over 18 months and it will be September before we lose any benefits. That sure is better than I would have expected. It's obvious that changes are coming this fall and I am thankful to have had all this time to get ready to pay more and get less.

Sharon and I cruise on our boat during the good weather months with Desolation Sound next on the agenda. We have several wonderful RUPA friends in the area and life in general is great. Check to Cleve. *Chris*

**J. FRED THOMAS**—8932 Biscayne Ct #1318E, Huntington Beach, CA 92646  
[bomberb24@aol.com](mailto:bomberb24@aol.com)

We continue to be ambulatory, seems the pills are working. However, being chief cook and househusband doesn't leave much lime for outside activities. Thankful things are no worse. Evidently the world is going to hell in a hand basket, but once in a while an old man gets a break. Back on March 31, due to my work with the Second Air Division Association, we were invited to have dinner with Jane Russell at Lawry's Prime Rib. Several of our men were invited, but only one other veteran and our wives attended; along with a couple that collected the raffle prizes for our annual So.Cal. Dinner. The other vet had dated Jane when they were teenagers, but hadn't seen her since.

Since just the two of us vets attended, we were seated on each side of Jane. That was nice for a change. Much unlike events in general, we were able to converse without the interruptions. In sum, it was a very enjoyable evening. The food was great, and we found Jane Russell to be a very likable person. No Hollywood tinsel, and it was like visiting with your favorite female flight attendant.

Some muscles weren't as prominent, but whose are?

We have attended several other events with the Hollywood people over the years, but this time was the most rewarding. I enclose a couple of pix, which if published, will make an old man cry. At least, one will.



Thanks and best wishes to all. *Fred*

### LLOYD WHITLOW---LAXFO - ORDFO - LAXFO

The past 12 months, since my last letter, has been a busy one. We have taken advantage of the perks, both flying and cruises. My wife, Donna, loves to cruise and that took some of the time during those 12 months.

In July we flew to New York City and boarded the *Silverseas Navigator* for a 14 day cruise to Copenhagen, Denmark, via Greenland and Iceland. Following the cruise we spent some time visiting friends in Denmark and England.

In November we took a cruise from Malaga, Spain to Caldera, Costa Rica, this was on the *Seabourn Legend* and was three cruises back to back, 34 days total.

In January we flew to Ft. Lauderdale, Florida and boarded the *Seabourn Pride* for an 18 day cruise to Valparaiso, Chile.

On the Labor Day weekend we flew to Denver and a rent-a-car to Colorado Springs; can't say much for TED, however, we did get seats in row 6 which have the extra leg room. My WW2 Bombardment Group sponsors the Eagle and Fledgling Award in Biological Science at the Air Force Academy. This

award is given to the Outstanding Graduate in each Academic Subject, Athletic and Military Achievement. I made the presentation to an outstanding Graduate who has been accepted to Medical School. The reason I wanted to make the presentation this year, is the first Graduate I presented the award to in 1981 is stationed at the Academy, he is a Full Colonel and a Medical Doctor.

We didn't stay for the Graduation Ceremony, which is held in the Stadium, as President Bush was the speaker. The last time I attended Graduation, when a President was the speaker, you couldn't leave until the President leaves the area; along with the lengthy Graduation Ceremony, it makes for a long day. I gave the VIP seats in the Stadium to my Granddaughter, who is engaged to a Cadet who graduates next year.

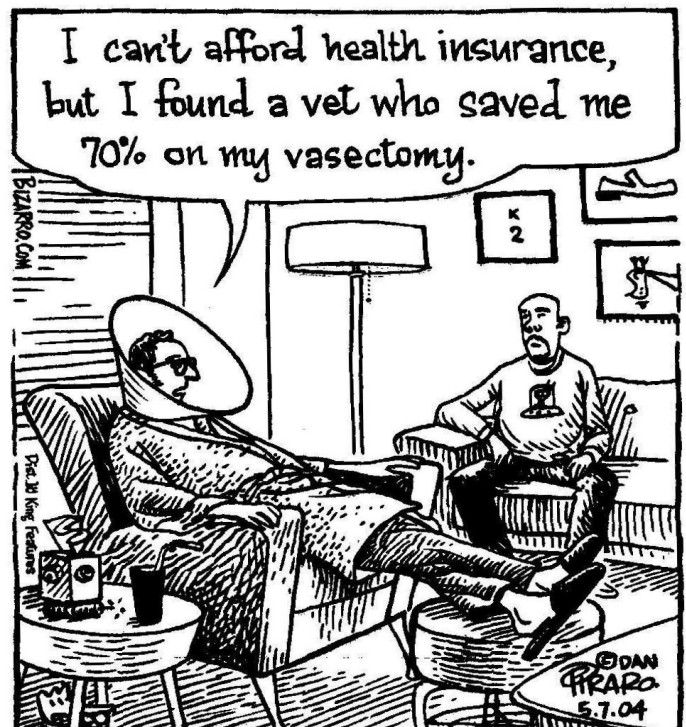
Being the day after Labor Day it was touch and go to get on TED to Vegas, but thanks to my 1951 date of hire we got the last two seats in the very rear of the Air Bus. Not one of my favorite aircraft!!!!

Our next adventure will be a cruise in July-August from Osaka, Japan to Honolulu on the *Pacific Princess*, a 14 day cruise.

Well I have rambled on enough, until next year?

*Lloyd*

### BIZARRO Piraro





**TIM B. WHITNEY**—304 Sausalito Blvd, Sausalito, CA 94965

Hello Cleve, I've been retired now for a year and a half, and it still just seems like days off! I guess it takes a while to adjust. Most of my time has been spent on remodeling an old condominium that I have owned for 30 years. I thought that with the current unpredictability of our retirement income, I had better do the remodel while I still have an income. It might be nice to improve the place, since I may be living in it if the checks stop coming!

I also spent some time this last year traveling. With a very nice "Pasta and Wine" tour of Tuscany, and an extended "Beer and Fried Rice" tour of Thailand and Vietnam.

I still play with little airplanes, which has allowed me to spend summer time in Idaho and winter time in Baja Calif.

When I retired, I made myself two promises. First that I would always send in my RUPA dues on time, and second that I would occasionally get down to help you guys with the "Envelope Stuffing". Well, at least this check is on time!

Thanks for all of your hard work. *Tim*

**BRUCE G. WILKINS**—916 N. Rt. 23, Harvard, IL 60033

Dear Cleve, This year I am early, barely. I completed my MA. in history in time to be told that I am now in slave mode to do the projects that I did not have time for while I was in school and as pay-back for the large number of large papers my wife had to type for me.

Our middle son, on furlough from UAL, got married to a UAL F/A. Now, if we can get the oldest to follow, the youngest already has a prospect but is graduating from college this year and needs a job.

My wife's father passed away this year, but we are lucky to have our parents live as long as they have, mine are 91 and 93.

I still fly, a Citabria, and play with my other toys.

Best wishes to all, *Bruce & Anita*

**HUGH M. WILSON**--- Fallbrook, CA 1946-81  
Chicago, New York, Newark, Los Angeles

Thank you Ted for taking on what must be a very time consuming job.

Helen and I are doing quite well and appreciate each other more than ever in our later years.

My boys and I have been going for a number of years to the Reno air races, sort of a guy's getaway. This year there is a schedule conflict with my Marine Air Group reunion so we are going to Oshkosh Air Venture instead. It should be fun. In Sept. then we will attend our reunion in Virginia Beach. Check to Cleve. Best wishes to all, *Hugh*

## *IN MEMORIAM*

### **ROBERT W BURDICK**

Bob was foremost a Christian. He spent much of his time and much of his treasure sharing that love in a most unique way. He was a prime mover behind FCAP (Fellowship of Christian Airline Personnel); long time supporter of MAF (Missionary Aviation Fellowship); SIL; and it's 'air arm' JAARS (Jungle Aviation And Radio Service) who all together spread the gospel world wide by implanting bible translators among remote tribes in some of the most primitive parts of the globe.

Bob personally delivered (flew) ...at his own expense...numerous small aircraft for use in missionary work from the US to distant points. Sometimes he had help...Bob Johnson or Hal Martin among others...but most often alone. (Ever been in a small Cessna none-stop (hopefully) across the North Atlantic? Before the advent of GPS? How about solo in a Heliocourier from Santa Barbara to Katmandu at 115mph?) I assisted on a 7 day flight from Seattle to Nairobi. I still get short of breath just thinking about it 25 years after the fact. Bob appeared to be little affected by these endeavors and accepted with easy grace the intricate planning required to bring these adventures to successful completion. Although many were his trials he never showed discouragement.

Bob spent most of his time with United in Chicago, some of that as a flight manager, but escaped eventually to Seattle and he and wife Betty built a house on Vashon Island waterfront. The 747, Temptress that she is, lured him to LAX and there, after 34 years with United and a few months prior to his

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60th birthday, he took early respite to lay siege to his own personal battle with Alzheimer's. He lost track of the skirmishes early on and Betty, his faithful wife of 51 years, was with him in September of 2003 when the earthly sojourn of this faithful pilgrim was relinquished for the everlasting joy of being with his Lord.

He leaves a son in LA, a daughter with family in Seattle and the countless expressions of gratitude from those he sought to serve with no personal recognition. The Lord, as always, is and was, the wind beneath his wings.

With great appreciation for his memory,

*John Shore*

### **CHARLES "CHUCK" HOFFMAN**

Born April 2, 1918 in Seattle, WA and died of natural causes on May 17, 2004 in San Carlos, CA. He was a graduate in physics of Whitman College in Walla Walla, WA.

He taught meteorology in Denver, at the Boeing School of Aeronautics in Alameda and at San Mateo Junior College. He worked for 40 years for United Airlines, as an instructor, meteorologist and flight dispatcher.

He is survived by his wife of 60 years, Miriam, and four Children and two Grandchildren.

In lieu of flowers, the family requests that donations be made to the American Cancer Society, 1650 S. Amphlett Blvd, Ste 110, San Mateo, CA 94402 or charity of your choice.

Chuck was a member of the Folding and Stuffing for many years. *Bob Ahrens*

### **ISABEL (LIZ) SEXTON**

Isabel Sexton, wife of Capt. Jacque Sexton for 50 years, passed away May 26, 2004 peacefully and surrounded by her family.

She was a graduate of Brown University in Providence RI, a member of the United Airlines Clipped Wings, and spent most of her life in the Bay Area.



At Isabel's request, and with Jacque's strong support, her body was donated to Science Care Anatomical, a not-for-profit research and education tissue bank. Her brain and spinal fluid went to the National Neurological Research Specimen Bank to contribute to current and future research on this and other neurological diseases. Jacque reports that these two organizations were wonderful to work with at a very difficult time for him and his family. Between the two organizations all arrangements were taken care of. There is no charge to the donor's family, except nominal charges for processing death certificates, and filing fees. The family requests that any memorial donations be in her name to any research institution supporting efforts to find a treatment and cure for ALS. Information on whole body donation is available at:

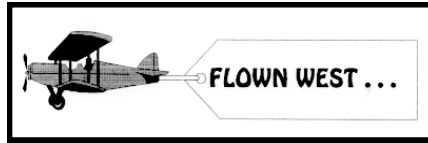
[www.sciencecare.com](http://www.sciencecare.com) and information on neurological tissue donation can be found at: [www.loni.ucla.edu/~nnsrb/NNRSB](http://www.loni.ucla.edu/~nnsrb/NNRSB).

Not only does body donation relieve the survivor's of financial obligation associated with funeral costs, but it holds the potential of contributing to research leading to better understanding and possible cures of hereditary diseases affecting our children and grandchildren.

Planning your wishes in advance by completing informational forms helps to ease the burden on families and offers direction during a very difficult time.

Donations may be made in Isabel Sexton's name to any research institution working to find a treatment and cure for Amyotrophic Lateral Sclerosis. Suggestions are University of California, San Francisco (c/o Dallas Forshew), or Northwestern University (c/o Nailah Siddique).





ROBERT BURDICK	9/2/2003
BLAINE R. GORMAN*	4/19/2004
JESSE L. CECIL	4/21/2004
ROGER A. YEATER	4/21/2004
CHARLES "CHUCK" HOFFMAN (SFO DISPATCHER)	5/17/2004
CHRISTOPHER V. PICKUP (IAD DISPATCHER)	5/31/2004

\* *Indicates Non-Member*



### HIGH FLIGHT

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

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

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

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

- 1st Thu. SFO North Bay-Petaluma Sheraton- 707-585-1882  
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

### Semi-Annually Scheduled Lunches

- 4th Tue. Mar, Nov. Tucson-Tucson Country Club—520-797-3912

**Deadline: July 21, 2004**

**Mailing: August 4, 2004**

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**PERIODICALS**

### **RUPANEWS**

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