



# RUPANEWS

Journal of the Retired United Pilots Association

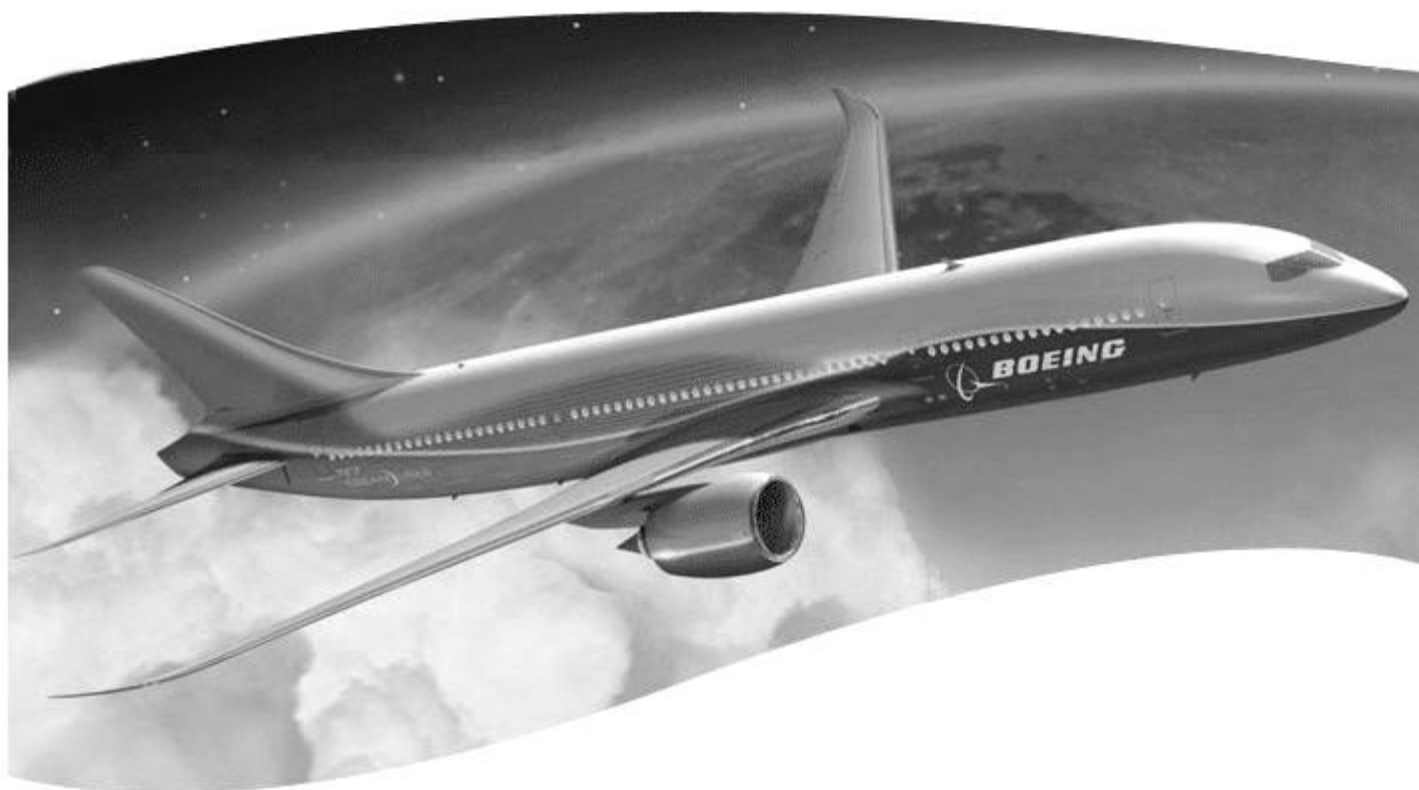
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## PRESIDENT'S MESSAGE

Fellow RUPArians, just as we thought things were settling-down with United getting additional financing from its lenders, we learn there were restrictions, placed by the lenders, attached to the money. The money cannot be used to fund pensions. The PBGC has challenged the restriction in court arguing that it dodges federal-pension law. Keep in mind there are four pension plans at United and the pilots plan does not require further funding until late 2005. Just recently, the Company agreed to appoint an independent trustee to protect the interest of the pensions plans. The Company will choose the trustee, but the US Department of Labor must approve the choice.

Doug Wilsman has gone to great lengths to update his Pension Benefit Security report, which is posted on the RUPA Website. He has added an appendix with further explanations and a means for recent retirees to calculate their benefits after receiving a PLSA. To read the report, go to [www.rupa.org](http://www.rupa.org), click on "Benefits", click on Wilsman Reports Panel, and then Wilsman Report.

We have received the National Aviation and Space Exploration Wall of Honor certificates for the Charter members of RUPA. We need your help in locating their survivors. Please let us know where we can contact any of their survivors or heirs so we can deliver their certificates. Their names are listed in the May issue of the *RUPANEWS* and are also posted on the RUPA Website under "Notices". I have received several inquires about my statement in the last issue, "For the sake of uniformity, all names will be engraved at the same size without a prefix or suffix, e.g., No Capt, Captain, USAF (Ret.) etc." The reason for that statement is the Museum was receiving all manner of titles and suggested since this was to be an exclusive RUPA panel, it would look much cleaner and neater if all titles were left off. The board and I had to agree, even though the application, which is for the general public, provides space for a title.

Georgia and I attended another luncheon, this time the SFO North Bay group. This group is just getting started but has already attracted a growing and faithful following.

Mark your calendars for the Second Annual SFO Area RUPA Holiday Party. It will be held on Wednesday December 1<sup>st</sup> at the Sheraton Gateway Hotel in Burlingame. All the details will be published in next months issue. That's it for now.

Fraternally, *Rich*

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## EDITOR'S REPORT

*The approaches described in this newsletter are not offered as cures, prescriptions, diagnoses, or a means of diagnoses to different conditions. The authors and publisher assume no responsibility in the correct or incorrect use of this information, and no attempt should be made to use any of this information as a form of treatment without the approval and guidance of your doctor.*

As I seek to run articles of interest, I may publish viewpoints that do not coincide with current medical dogma. Current medical viewpoints are abundantly available in most magazines and particularly on television. However, Americans, for whatever reasons, are seeking alternative health care in increasing numbers.

When I run an article on health care, I hope you find the information interesting, **BUT**, be prudent in its use, and heed the disclaimer above.

Fraternally, *Ted*

P.S. The Letters: We will print the town where you live if you include it with your letter.

### **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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## DANA POINT LUNCHEON

*Wind and Sea Restaurant Dana Point Harbor August 17, 2004*

Ted: Great bunch showed up for 'dog days of summer'. For mid summer, surprised at the turnout. Most must know that traveling on UAL takes some planning to get on an aircraft let alone that maybe you can get a chance at a first class seat.

On deck under the blue umbrellas were: Park Ames, Carlos Bernhard, Walt Bohl, Bob Brockmeier, John Callahan, Bruce Dunkle, Bob Furmann, John Grady, Pete Hansen, Rick Hoefler, Ed Judd, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Jim Stowell, Tony Testa and Joe Udovch. New to the group or not seen for a while was Rusty Aimer, Tom Close and George Webster. Welcome!

Walt, once again brought a neat hand out...Boeing's "Commercial Airplanes Reference Guide", for 2004-2005. Impressive line up. If I read it correctly they produce some 16 models of jetliners today. (Alas my favorite the 727 is long gone)

High on the list at the start of conversations was yes... PENSION. But once again ...what can we do? One question unanswered was why did ALPA not set up some sort of representation for the pension group within our many negotiations in the past? Maybe the URPBPA has an answer?

Conversation down our end of the table brought on some Chopper flying in Vietnam. George Webster put in 1 year in VN flying Hueys. One of the biggest problems was the fact that a full Battalion of choppers were always on the move from one base of operations to the next. Living in tents and moving everyday! The other was the fact that 'ants' were constantly moving in on them and soon as the tents were in place. Sounds like the actual flying was easy... just kidding George.

Did get to talk with Rick Hoefler about his trip to Moscow, Russia, reference his July letter in RUPA. The aircraft from Frankfurt to Moscow was with Aeroflot on an A320 and it was full. Rick said he could have got a discount on Lufthansa. However he wanted the full Russian experience! Fare was \$500 for the 3 1/2 hour flight. This was RT fare. Trip went well but he did say that they were 1 1/2 hours late but the official time showed up as on time! For international flight the Russian aircraft are kept up to western standards...the story is much different for the domestic flights. They use there home 'local' built aircraft with some questionable maintenance. Lots of delays for unknown reasons. None of which is seemly reported.

He did enjoy the people he met and the wedding he went to was wonderful. Hopefully he will tell us more in a letter to RUPA...eh Rick?

Next meeting at the Harbor Sept 21 @ 1200 All for now, *TED*

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## DENVER GOOD OL' BOYS

The weather could hardly have been nicer for the August meeting of DEN Good ol' Boys and a good turnout eventuated. Happy hour, if not a rousing success, seemed to meet with the approval of most. The cuisine similarly, met with most everyone's approval, and there being very little business, the floor was turned over to Jim Krasno for an update on the situation re: our pensions and medical benefits. Jim has done yeoman service keeping us updated as best as he can. The feeble attempt at humor by the scribe and coordinator was accepted with polite chuckles and no incoming missiles resulted therefrom. Following the boring business meeting, most seemed to settle down for serious socializing, and several were still at it when the scribe and coordinator called it an afternoon.

Those present: Bill Hoygaard, Bill Fife, Bob Sannwald, Arv Witt, Dave Murtha, Bill Hanson, Bill Matheny, Dean Readmond, Bill Bates, Dick Wagner, Russ Wright, Bob Ashworth, Tom Hess, Bob Dietrich, Maury Mahoney, Mike Williams, Bob Blessin, Carl Harder, Al Snook, Pete Delo, Ralph Wright, Bob Clipson, John Allen, Norm Miller, Fritz Meyer, Jim Krasno, Ray Bowman, Chuck Fellows, Frank McCurdy, A. J. Hartzler, George Maize, Stanley Boehm, Jim Harris, and the scribe and coordinator, *Ted Wilkinson*

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*(This newspaper account is not verified. Use the information at your own risk.—Ed.)*

## **PENSION AGENCY FIGHTS UAL'S PLAN**

**By SUSAN CAREY Staff Reporter of THE WALL STREET JOURNAL** August 16, 2004

The nation's pension-protection agency challenged a key portion of UAL Corp.'s new financing pact in bankruptcy court, saying the agreement dodges federal-pension law by forbidding the company from contributing to its under-funded retirement plans.

The Pension Benefit Guaranty Corp, the quasi-governmental pension insurer, said in a limited objection Friday in U.S. Bankruptcy Court in Chicago that the United Airlines parent is attempting through a private agreement with its lenders to "effect an end-run around federal-pension law." UAL, citing the agreement, has said it will no longer contribute to the plans while under bankruptcy protection, raising fears that it will abandon them. Also, Friday, the PBGC raised its estimate of the four pension plans' combined under-funding to \$8.3 billion, from last year's estimate of a \$7.5 billion shortfall.

The new financing pact, reached last month after UAL was turned down for federal-loan guarantees that would have funded its emergence from Chapter 11, doubles the funding to \$1 billion and extends the maturity by six months to June 2005. On Friday, UAL in a statement said the amended financing gives it "critical liquidity, flexibility and stability" as it continues its restructuring efforts and hunts for exit financing.

Prospects for the motion by the PBGC, which already has a seat on UAL's creditors' committee, are unclear. In bankruptcy court, company-pension plans hold the same status as any other unsecured creditor. With weak pricing and high fuel prices hurting the industry as a whole, UAL could face a severe liquidity crisis this winter, said one person with knowledge of the situation. The PBGC "will inherit the pension plans sooner rather than later" if the motion is successful, the person said.

Two of UAL's lenders, J.P. Morgan Chase & Co. and General Electric Co.'s GE Commercial Finance, declined to comment. CIT Group Inc. and Citigroup Inc. couldn't be reached.

The agency said in its court motion that failure to make the required pension payments violates bankruptcy principles and transgresses the Employee Retirement Income Security Act and the Internal Revenue Code. It also breaches the company's fiduciary duties, the PBGC said. Two of United's unions, the International Association of Machinists and the Association of Flight Attendants, also filed objections to UAL's motion for court approval of its new debtor-in-possession financing. The company has said it hasn't yet decided whether to terminate the plans, freeze them or take other steps to reduce its liability, viewed by the capital markets as a huge and unworkable cash drain. The Treasury Department and the Department of Labor both could, under different statutory powers, try to compel UAL to make the payments if the bankruptcy judge doesn't act first, experts said. Spokeswomen for both departments declined to comment on Friday about their intentions. "Until the PBGC says the criteria are met for a distress termination, UAL is still required under IRS minimum-funding standards to make up the funding shortfall," says Michael Kushner, an employee-benefits attorney for Coudert Brothers LLC.

The PBGC separately Friday said that if UAL terminates the plans -- which would require the permission of the bankruptcy judge and the PBGC -- it would be on the hook for \$6.4 billion. The difference between \$8.3 billion and \$6.4 billion represents the benefits that UAL's 120,000 workers and retirees would lose because they exceed the guarantee limits set by Congress.

UAL also is asking the bankruptcy judge this Friday to extend to the end of the year the company's exclusive right to file a plan of reorganization, meaning it wouldn't have to contend with competing plans brought by creditors or other parties. That right currently expires on August 30.

### **United Airlines Retired Pilots Foundation, Inc.**

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

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*This report was intended to be in the August RUPANEWS, but was misplaced by the Editor. Apologies are extended to you, the reader, and to the author.—Ed.*

## **URPBPA AND SECTION 1114 COMMITTEE UPDATE**

Dear Fellow RUPArians:

I am writing this on July 21 to allow for *RUPANEWS* printing and mailing requirements. By the time you read this, you should have received the report from your United Airlines Retired Pilots Section 1114 Committee. During the negotiations and in proceedings before Bankruptcy Judge Eugene Wedoff regarding modifications to retirees' medical benefits, United Airlines stressed the urgency for concluding the negotiations so that the revised benefits and attendant cost savings could be implemented on September 1, 2004, following a sixty-day open enrollment period.

The Section 1114 Committee delayed sending the final report to retirees regarding the benefit modification agreement. We asked United to share their open enrollment materials with us so that our report would not be confusing when compared to United's materials. We were unsuccessful in obtaining anything from United. We have also been unable to obtain a revised implementation date.

It would seem that the rejection of United's final \$1.1 Billion loan guarantee by the Airline Transportation Stabilization Board has reordered the priorities of the Benefits Department at United.

You have probably heard about United's deliberate failure to make the July 15, 2004, \$72.4 Million payment into its "Defined Benefit Pension"(DB) plans. United said that the decision "was made to conserve needed cash and that the lack of making the required payment to the ...plans would not affect pension payments to United's current retirees." Each of the four DB plans (IAM, AFA, Salaried & Management (S&M) and Pilots) has different funding requirements due to past benefits payments, contract changes and funding credits.

Sufficient credits remain in the Pilots' plan so that no cash payments were required. A payment of about \$500 Million is due on September 15 for the other plans. Failure to make this payment could result in severe financial penalties to United unless the plans are terminated – the penalties then become just another debt. United has not yet moved against retiree pensions. Retirees and active employees alike all hope that the Company will not do so.

Should United decide to attack retiree pension benefits, the United Retired Pilots Benefit Protection Association (URPBPA) remains ready to defend its members' interests as it did during the critical period a few months ago, when the Section 1114 Committees were selected. Through URPBPA's action, separate Committees were established for Pilots and for S&M. The Pilots Committee was instrumental in forming the Coalition of Section 1114 Committees that succeeded in achieving an agreement significantly better for retirees than United's proposal. For URPBPA membership and other information, please go to:

[www.ualpilotpension.com](http://www.ualpilotpension.com)

Fraternally,

Jerry Terstiege,  
Member, Section 1114 Committee and  
Secretary, URPBPA Board of Directors,  
Foster City, California

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## URPBPA AND SECTION 1114 COMMITTEE UPDATE

Dear Fellow RUPArians:

I am writing this on August 18 to allow for *RUPANEWS* printing and mailing requirements.

United's Open Enrollment period for the new medical plan will have closed on August 27. If you did nothing, you will be enrolled by default in the PPO Plan beginning on October 1, 2004 for the period through December 31. The PPO Plan is similar to the existing Comprehensive Plan. There will be another open enrollment in November for the full year beginning on January 1, 2005.

You have probably heard about United's stated intent to make no further payments into its Defined Benefit Pension (DB) plans. Each of the four DB plans (IAM, AFA, Salaried & Management and Pilots A-Plan) has different funding requirements due to past benefits payments, contract changes and funding credits. Sufficient credits remain in the Pilots' Plan so that no cash payments are required in 2004. The next required payment to the Pilots' Plan is due in late 2005. At the time of this writing, United has not yet moved against any of its retiree pensions.

Roger Hall, President of the United Retired Pilots Benefit Protection Association (URPBPA), said: "URPBPA's plans remain as they have been from the formation of the Association. We will work to best protect the benefits negotiated on behalf of the United pilot retirees, their dependents, and survivors. URPBPA is constantly engaged in the legal proceedings surrounding United's bankruptcy. The procedures we use will vary, depending upon what exactly United attempts to do. Our attorneys, actuaries, and ERISA experts are prepared to start efforts to protect our pensions as soon as United makes any effort to modify them. This is the same approach we used when United attempted to decimate our medical benefits and I believe we were rather successful in maintaining a good medical plan for all United retirees."

"I realize that the uncertainty surrounding our future economic well-being is very unsettling and stressful. The events that brought us to this point were ones over which we had no control. However, we are well organized and have the resources to work to protect our pension, if and when, that becomes necessary. Unfortunately, nothing in the bankruptcy process moves quickly. This is clearly evidenced by the fact that United has been in bankruptcy for eighteen months and there is no end in sight. While it is difficult, we will just have to continue to work our way through the process as it unfolds and be ready to do whatever is necessary", concluded Roger.

In his most recent update, Doug Wilsman noted that legal action by the Golden Eagles group of US Airways pilot retirees was instrumental in correcting PBGC underpayments to US Airway retirees. The US Airways pilots' pension plan was taken over by the PBGC after it was terminated by US Airways. At United, the Golden Eagle role will be taken on by URPBPA for its members. If you have not yet joined URPBPA, please go to: [www.ualpilotpension.com](http://www.ualpilotpension.com) for membership and other information.

Fraternally,

Jerry Terstiege, Foster City, California  
Member, Section 1114 Committee and  
Secretary, URPBPA Board of Directors,

<p align="center"><b>United Airlines Historical Foundation</b></p>
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<p align="center">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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## NORTH COAST FLYERS

Today was not a typical Cleveland summer day, very dark and dreary with a little spate of rainshowers. The mood at *TJ's* was somber to start with as Dick Orr and myself explained our wives illness and troubles. Fortunately, Jo Anne Orr is recovering from her parathyroid gland surgery and now expects her broken leg to mend quickly now that the calcium robbing problem glands have been removed. Barb Griffith is just beginning rehab from her long ordeal in the hospital, first with an infected disc and then from heart failure, caused by too much heart medication. Both of us are asking for your prayers that they may continue to heal. Also Ken Wheeler's daughter is not doing well after her stomach surgery, ala al Roker. It appears some % of people operated on don't react well and are unable to eat at all! Ken hopes the docs can come up with a fix shortly, it's been since early June! Please pray for her too. After that serious business we once again regaled each other with tales from the line, with much laughter and some exaggeration! Dick Orr also reported on the ongoing saga of TWA800 and the Feds vs. Ray Lahr. Every one involved is getting fed up with the delaying tactics the government is using, even thwarting grieving relatives efforts to see autopsy reports on their loved ones. Check out the web site for further information. With all that we still heard a Ken Wheeler funny story, and left the place smiling and even found the sun shining. The attendee's were: Ken Wheeler, Dave Suits, Jim & Monica Burrill, Rick & Ronnie Ogden, Bill Christie, who's wife Dorthy is recovering from a broken knee, Dick Orr, Bob Olsen, Shirley & Rip Curtis, and Don Karaikos - proud new grandpa, and Ed Griffith, substituting for vacationing Grand Poobah *Rich McMakin*.

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## SAN DIEGO LUNCHEON

There were seven of us at our Tues. luncheon. Present were: Bob Sarne, Bob Harrell, Don Trunick, Bill Paulson, Hugh Wilson and newcomer Ed Methot, being a relatively recent retiree. Ed had some interesting input to our conversation. *Bob Bowman*

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## SFO NORTH BAY RUPA LUNCHEON

On Thursday, August 5, a congenial group met again at the *Petaluma Sheraton* for an informal get-together. We always meet on the first Thursday of every month. We were missing several of our "regulars", Sam Orchard, and John Reed, due to medical problems, both reported recovering at the time...

We talked about all the others who weren't there to defend themselves! And we were pleased to have -400 Captain Al Fink join us, all the way from Lodi! Al's tales of flying the line in these times were some commentary on how many things are far different from what seems like only yesterday. Think many of us were fortunate to have worked in the "Golden Age"...

Attending were: Barney Hagen, Dick Hanna, Al Fink, Dan Bargar, Cleve Spring, Floyd Alfson, Gardner Bride, Jerry Nemier, Jim Jaeger, Bill McGuire, Dick Lammerding, Rich and Georgia Bouska, Bud Lingo, John Baczynski, Ken Corbin, Tom Grey, Jim Mansfield, Dick Smith, Ramsey Unalp, Bill Knight, Leon Scarbrough, and this reporter.

Next meetings...September 2nd and October 7th...same location—*Petaluma Sheraton*, 745 Baywood Drive...just east of the hwy 101 and hwy 116 intersection...time—12:30 to ??.. If you're in the area...drop in! *Bob Donegan*

### Address changes, Snowbirds & Others:

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

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



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*(This newspaper account is not verified. Use the information at your own risk.—Ed.)*

*By Jim Jelter, CBS MarketWatch.com Last Update: 5:53 PM ET Aug. 19, 2004*

**SAN FRANCISCO (CBS.MW) -- United Airlines' parent UAL has warned again in bankruptcy court papers that it will likely have to cancel and replace its employees' pension plans in order to get back on its feet financially.**

This latest salvo was included in a UAL (UALAQ: news, chart, profile) filing late Wednesday with the U.S. bankruptcy court in Chicago. The company followed up Thursday with an e-mail to employees restating its position, but adding that it had not yet reached a final decision on the matter.

"Given the magnitude of further cost reductions needed to create a viable business plan and attract exit financing, termination and replacement of all our defined benefit pension plans likely will be required," UAL said in a motion sent to U.S. bankruptcy court in Chicago.

The airline, which plunged into bankruptcy in December 2002, has said it also plans to drop about \$500 million in pension plan contributions this fall as part of a recently amended agreement with lenders willing to help pull it out of bankruptcy.

"Today's statement does not come as a surprise. But they can't do it alone. They have to clear it with the bankruptcy judge, who might grant it if it's necessary for them to restructure successfully," said Standard & Poors airline credit analyst Philip Baggaley.

Even if the judge were to rule in United's favor, hammering out alternative pension plans would be a lengthy process, Baggaley said. United's unions have staunchly opposed any move to tamper with their retirement money.

Last week the employees were joined by the Pension Benefit Guaranty Corp., which said United's move to drop pension payments dodges federal retirement security regulations. According to PBGC, United's four pension plans are under-funded by \$8.3 billion. The U.S. government would have to cover \$6.4 billion of that amount if the plans were terminated.

Meanwhile, United is expected at a hearing Friday to ask the bankruptcy judge to extend the "exclusivity period" through the end of the year. The exclusivity period, which expires Aug. 31, prohibits United's creditors from proposing rival restructuring plans in their quest to recover the \$21.5 billion they claim they are owed. So far, the judge has limited extensions of the airline's exclusivity period to one month at a time.

United's creditors have not yet clamored for an opportunity to put forward their own plan. But Baggaley said that could change if the unsecured creditors committee loses confidence in the company's plan or if it loses patience with the lengthy bankruptcy process. "It's a matter of patience and whether they believe management's plan is going to work. This depends mainly on whether UAL can attract financing. If that appears doubtful, alternative plans could emerge," he said.

UAL's shares ended the day down 3 cents at 90 cents.

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## **THE SEATTLE GOONEY BIRDS**

The Seattle Gooney Birds met for lunch at the *Seattle Marriott Airport Hotel* on 8/19/04. After soup and sandwiches we were fortunate to have Alan Black fill us in on our newly negotiated Medical Insurance Plan and the negotiations which led up to its acceptance. Alan is a member of the five member committee who put in so much time and effort on our behalf. This was followed by discussion of United's plans for our pensions with the general consensus that it is still too early to make any predictions. We talked about Dave Maxwell, who was fatally injured in a motorcycle accident in Arizona and the possibility of a memorial service for him on Sept. 16th. A few good jokes followed and the luncheon was declared a success. In Attendance: Ray Hanson, Gerry Pryde, Jim Chilton, Fred Sindlinger, Bill Stoneman, Chuck Podhasky, Frank Carpine, Ken Case, Ed Williams, Dean Turner, Jeff Roberts, Chuck Westpfahl, Howard Holder, Hank Kerr, Dick Wiesner, Dick Anderson, Dave Carver, Russ Stephens, Alan Black, Jim Barber, Jack Brown, Tom Turner, Don Anderson, Bob Reid, Ray Hull, Rex Joseph, Herb Breivik, and *Bill Brett*.

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*(This newspaper account is not verified. Use the information at your own risk.—Ed.)*

## **UNITED REMOVED PENSION EXECS**

### **Labor agency objects; overseer to be independent.**

By Melissa Allison, Tribune staff reporter. Published August 18, 2004

A month before United Airlines said it would stop funding its pension plans, it quietly removed three top executives charged with protecting employees' retirement interests and named itself the fiduciary for the plans, creating what a government official called a "hopeless conflict of interest."

"We were pretty flabbergasted with their blatant attempt to remove people and replace them with a judgment-proof bankrupt company," Ann L. Combs, assistant secretary of labor for the Employee Benefits Security Administration, said Tuesday. "It was pretty outrageous. We hadn't seen anything quite that blatant."

When the Labor Department found out, it called United and demanded that the airline explain itself. The result was an agreement reached Tuesday between the carrier and the government to appoint an independent party to manage the pension plans. Such parties often are named when conflicts of interest arise.

What caused jaws to drop at the Labor Department was United's attempt to protect its executives by making itself--a bankrupt company that cannot be sued--the fiduciary shortly before stopping its pension payments. The department joins a growing list of parties agitated by United's announcement in July that it would not fund its pension plans while it remains under court protection. The decision has alienated workers, who believe the airline wants to terminate their retirement plans, and inflamed the Pension Benefit Guaranty Corp., which has asked a bankruptcy court to force United to make the payments. The International Association of Machinists and Aerospace Workers has filed two lawsuits against United executives accusing them of violating their duties to employees and creditors by not funding the pension plans.

United says that a new \$1 billion financing package prevents it from making pension payments while in bankruptcy. The U.S. Bankruptcy Court in Chicago will hear arguments on the matter Friday.

The airline disagrees with the Labor Department's characterization of its actions, said spokeswoman Jean Medina. "When the fiduciaries saw the potential for a conflict of interest, given their role as part of senior management, they believed it was proper to resign" as members of the pension plans' administrative committee, Medina said. The committee comprised Chief Financial Officer Jake Brace, Chief Operating Officer Peter McDonald and Senior Vice President-People Sara Fields. Medina said it is common for a company to serve as both sponsor of its pension plans and the sole fiduciary for those plans.

Now United is searching for an independent fiduciary. It must be approved by the Labor Department and needs to be in place before Sept. 15, when United is scheduled to make a payment of \$400 million to its pension funds. It missed a payment of \$72 million on July 15.

United has four pension plans covering almost 119,000 workers and retirees, according to the Pension Benefit Guaranty Corp. The plans are underfunded by \$8.3 billion, of which the PBGC figures it would be liable for \$6.4 billion if they were terminated. The cash-strapped, quasi-government agency has said it is worried that if United terminates its plans, other airlines might follow suit to remain competitive.

The union representing United's flight attendants, which also has filed an objection to the airline stopping its pension payments, said Tuesday that "there appears to be a recognition of the need for independent oversight as it relates to United's decision not to fund its employee pension plans. It also may signal that the appointment of an independent trustee is appropriate for oversight of all of United's decisions."

In a motion to be heard in September, the IAM has asked that the court appoint a trustee to oversee United for the duration of its bankruptcy.

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## **ABOUT THE COVER: Boeing's New 7E7 Dreamliner**

The Cover picture is an artist's conception of the 7E7 Dreamliner which is being designed as a super-efficient, twin-aisle airplane capable of carrying 200-250 passengers on routes between 7,800 and 8,300 nautical miles bringing big-jet ranges to mid-size airplanes. The new airplane will provide airlines with unmatched fuel efficiency using 20 percent less fuel for comparable missions than any other wide body airplane resulting in exceptional environmental performance. It will also travel at speeds similar to today's fastest wide bodies, Mach 0.85, and Airlines will enjoy 40 to 60 percent more cargo revenue capacity. An open architecture will be at the heart of the 7E7's systems, which will be more simplified than today's airplanes but offer increased functionality. For example, Boeing is looking at incorporating health-monitoring systems that will allow the airplane to self-monitor and report maintenance requirements to ground-based computer systems. Passengers will also see improvements with the new airplane, from an interior environment with higher humidity to increased comfort and convenience.

During a presentation at the Farnborough Air Show, July 20, 2004, Mike Bair, senior vice president for the Boeing 7E7 program, outlined extensive progress on the airplane's configuration, performance, and technologies, including the use of composite materials.

The strongest validation of the 7E7 is the exceptional response from the world's airlines. Along with the 62 announced orders from four carriers, including a record launch order from ANA, Boeing has deposits from about two dozen airlines for nearly 200 airplanes.

"Essentially, the first two years of production are 100 percent committed, and delivery slots for the third year are 80 percent committed," Bair said.

The 7E7 will be made primarily of the same composite materials that Boeing uses on the tail of its 777 airplane. Boeing has extensive composite experience, and is the world's largest producer of graphite composite structure.

The 7E7's shape and configuration are to be final by mid-2005. "The shape of the nose has been pretty much locked in," Bair said. "It is very similar to the shape in our concept image."

He noted that the wings also will be very similar to the concept image, although the tail is still being worked through the configuration process and will likely change to achieve aerodynamic efficiency.

"Efficiency is our top priority," Bair said, "We're moving toward the concept design but only when we can also achieve our performance targets. The final design won't exactly match the concept image, but it will be very close. We'll know it is a 7E7."

Bair said that the program is progressing toward achieving its performance targets. "We will bring new capabilities to the mid-sized market Airlines and passengers will find that the 7E7 meets their needs because it will allow more direct flights, achieve significant improvements in fuel usage, and be quieter than other airplanes of similar size."

He added that improvements in the airplane cabin have been enthusiastically received.

"From the bigger windows to the wider seats and aisles, we're designing a flight experience passengers will enjoy," Bair said. He also pointed out that improvements in cabin altitude and humidity will help 7E7 passengers feel better at the end of their flights.

Boeing has selected General Electric and Rolls-Royce to develop engines for the new airplane. It is expected that advances in engine technology will contribute as much as 8 percent of the increased efficiency of the new airplane, representing a nearly two-generation jump in technology for the middle of the market.

Production will begin in 2006. First flight is expected in 2007 with certification, delivery and entry into service occurring in 2008

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## **THE ATHENS 2004 OLYMPICS: WHO WILL REALLY HAVE THE DRUG PROBLEM AT THE OLYMPICS**

**By Dr. Ben Lerner**

*You cannot be common, The common man gets nowhere; You've got to be uncommon--Herb Brooks, U.S. Olympic Team Hockey Coach*

It's been a thrill for me to teach and adjust the U.S. Olympic wrestling team over two Olympics and six World Championships. It's been particularly thrilling because we've won four gold, six silver and four bronze medals between Atlanta in 1996 and Sydney in 2000 and numerous medals in the World Championships in which I have participated.

The excitement that surrounds the Olympics is truly amazing. Thousands of athletes and hundreds of thousands of spectators flew literally all the way around the globe to represent or cheer for their country.

People painted their bodies and waved their flags with such awe-inspiring, enthusiastic patriotism that it made me even prouder to be a human being and gave me even greater hope for world peace and mankind. All the super powers down to tiny African nations were there, walking side by side without altercation in the spirit of fair competition and peace.

### **Being the Best You Can Be**

You cannot imagine my excitement watching one of the guys I have been adjusting and helping to train for weeks, months and, in some cases, years go out there and defeat the best opponent from another country and go on to be crowned on the medal stand as they raise your flag.

One thing I found in common with the American fans at both the Atlanta and the Sydney Olympic games is that our typical cheer is to point up your index finger and say, "We're Number 1!"

Unfortunately, as a doctor for the team, I couldn't help but think of the fact that while we may or may not be Number 1 in all of the events at the Olympics, this nation is consistently tops in many other areas. For instance, we're consistently Number 1 in:

- Infant mortality
- Years of potential life lost
- Allergy, asthma and learning disorders in children
- Alzheimer's
- Diabetes
- Many forms of cancer
- Back surgery
- Intake of prescription and non-prescription drugs

We are regularly at or near the top of the world in all of the Olympic events. This is due to the fact that our coaching and training technologies are some of the best, if not the best in the world. Therefore, our common, conventional wisdom on preparing athletes for competition is a good one. On the other hand, we are at or near the bottom of the world in all of the important health care statistics.

Therefore, our common, conventional wisdom on preparing people to be healthy is a bad one. A very bad one ...

Although America makes up only 5 percent of the world's population, it consumes well over 50 percent of the medication. If drugs worked and made you healthier, that would mean America would be Number 1 and we would get the health gold medal.

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## Drugs Don't Work

A drug can be defined as any chemical compound that exists outside the body that can stop, change or alter a function inside the body. As a result, by definition, a drug does not produce health, just an altered function. Of course, if you take any chemical in the wrong combination, at the wrong time, or at the wrong dose, the effects can be lethal. Despite the facts about chemicals, the common, conventional wisdom in the United States is that drugs bring health.

Drugs used to boost sports performance are very hazardous because they are engineered to cause radical changes in body function. The International Olympic Committee (IOC) has identified numerous substances that are potentially dangerous to an athlete's health or create an unfair advantage in a particular sport or event.

Although the largest concern of all these drugs are steroids, many of the other substances are as bad and more likely to be abused because they are easier to obtain. More than 160 over-the-counter medications and common prescription drugs contain substances that are banned for use by the IOC.

The following is a short list of definitions and banned substances.

### **International Olympic Committee Banned Substance Classifications (Sydney):**

**Drug:** A chemical compound that exists outside the body that can stop, change or alter function, and when taken in excess can cause negative effects or death. (Same definition as poison.)

### **Drug Doping**

1. CNS stimulants (includes Ritalin and over-the-counter cold, cough, sinus, flu, sleeping, awaking and allergy drugs)
2. Narcotics (which includes many common prescription pain-killers)
3. Anabolic agents (many of which are found in common body-shaping supplements)
4. Diuretics
5. Ephedra (ma huang) and high levels of caffeine (an overdose of Starbucks)
6. Red blood cell (RBC) blood doping

### **Restricted Drugs**

1. Alcohol
2. Marijuana
3. Local anesthetics
4. Corticosteroids (cortisone)
5. Beta-Adrenergic blockers (heart medication)--effect on cardiovascular system: Decrease cardiac output, slow heart rate and decrease function of CNS to heart. Lower performance but increase concentration and lower anxiety: Archery, shooting, diving, etc.
6. Blood doping: adding RBCs
7. Specified Beta2-Adrenergic agonists--normally used for asthma, stimulates CNS and speeds recovery

I am really proud to be an American and help to represent our country at two Olympics. I was especially proud of the athletes I worked on who decided to be "uncommon." They enhanced their health and performance with cutting edge nutritional information, leading weightlifting data, powerful mental preparation and all-natural, Olympic-approved, Chiropractic care.

Like Coach Brooks says, if you want to win gold in the health competition, "You've got to be uncommon."

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## GREETINGS AND SALUDOS A TODOS: THE NOBLE “SAVAGE” REVISITED

Prior to my Gateway PC committing another act of subversion and solid-state treason, I purchased a replacement in a demonstration of wild, prophylactic abandon. While transferring my e-mail addresses from the former file to the new hard drive, I was shocked into awareness by that of Jock Savage, our recent Western departure, friend, confidante and mentor. There he was, once again filling my screen with his presence, my mind and heart with his absence. I first met the “Scot” in 1985 when we carried placards and parried the wind and malign stares on a blustery afternoon outside the SFO Maintenance Base. When you walk shoulder to shoulder with another while espousing a common cause of great import, a wordless bond is formed; a union is forged that survives time’s passage and the estrangement of great distances. So, we maintained a sporadic communication until he was diagnosed too short a while ago with the ailment that ripped him from our midst. When I heard, I purposely attempted to send some positive word or a bit of humour his way on a regular basis. Regardless of his work level, which was persistently high even until the end, he managed to respond and in this way we kept in touch. Surprisingly, we had some basic tenets and beliefs in common and we shared reflections on life and mortality. I was often touched by his insights, enlightened by his observations, persuaded by his profound body of knowledge and keen recall. One highlight of our discourses was a poem he admired and shared with me by Philip Larkin: “Aubade.” I had no acquaintance with Larkin but was completely taken by his work and it occurred to me that those of you who knew the articulate Captain Savage might be interested in perusing what, for me at any rate, forms the quintessence of his and my basic interpretations and attitudes in regard to our tenuous, short-lived existence. After perusal, many may classify the selection as representative of the “dour” Scottish perspective. However, if true, Jock manifested such with dignity, enlightenment, purpose, insight and inspiration. Such were my thoughts as my finger hovered indecisively over “delete.” But, I anticipated such finality in a simple keystroke that I stayed my hand and left Jock to haunt my list of correspondents. Now each time I see his name I shall be reminded of who he was and for what he stood. Hopefully, his mnemonic presence will assist me in becoming a better man, a more consummate mind, a more compassionate liberal. To quote Larkin: “Slowly light strengthens, and the room takes shape.”

Thank you, Jock Savage, for infusing me with more than you could ever have imagined. In a very real way, you are with us still.....most still, yet vital among us.....

If editorial considerations make the inclusion of “Aubade” impractical in the *RUPANEWS*, a search engine on the internet will call up an ample data base on Philip Larkin. Or write to me personally and I will be most pleased to provide a copy for those interested enough to inquire. As I have not seen my name in the “obits” I assume I still can be found and contacted by use of the RUPA Directory. Wishing you all the best of health and happiness....*Felipe Aue-Sanchez*

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**Aubade** *Philip Larkin*

I work all day, and get half-drunk at night.  
Waking at four to soundless dark, I stare.  
In time the curtain-edges will grow light.  
Till then I see what's really always there:  
Unresting death, a whole day nearer now,  
Making all thought impossible but how  
And where and when I shall myself die.

Arid interrogation: yet the dread  
Of dying, and being dead,  
Flashes afresh to hold and horrify.

The mind blanks at the glare. Not in remorse  
--The good not done, the love not given, time  
Torn off unused--nor wretchedly because  
An only life can take so long to climb  
Clear of its wrong beginnings, and may never;  
But at the total emptiness for ever,  
The sure extinction that we travel to  
And shall be lost in always. Not to be here,  
Not to be anywhere,  
And soon; nothing more terrible, nothing more true.

This is a special way of being afraid  
No trick dispels. Religion used to try,  
That vast moth-eaten musical brocade  
Created to pretend we never die,  
And specious stuff that says *No rational being  
Can fear a thing it will not feel*, not seeing  
That this is what we fear--no sight, no sound,  
No touch or taste or smell, nothing to think with,  
Nothing to love or link with,  
The anaesthetic from which none come round.

And so it stays just on the edge of vision,  
A small unfocused blur, a standing chill  
That slows each impulse down to indecision.  
Most things may never happen: this one will,  
And realisation of it rages out  
In furnace-fear when we are caught without  
People or drink. Courage is no good:  
It means not scaring others. Being brave  
Lets no one off the grave.

Death is no different whined at than withstood.  
Slowly light strengthens, and the room takes shape.  
It stands plain as a wardrobe, what we know,  
Have always known, know that we can't escape,  
Yet can't accept. One side will have to go.  
Meanwhile telephones crouch, getting ready to ring  
In locked-up offices, and all the uncaring  
Intricate rented world begins to rouse.  
The sky is white as clay, with no sun.  
Work has to be done.  
Postmen like doctors go from house to house.

# LETTERS

## JACKIE PANCOAST ABEL

Time for my annual letter and check (to Cleve) for Lou's birthday.

Not much to report except that our son, Lou, and wife just blessed us with a baby boy. So very exciting.

It is nice to report that health problems have gone away for the moment. I am still walking with a cane, but at least I am walking.

Looking forward to seeing lots of dear friends at the final Capital reunion.

Cheers, *Jackie*

## GEORGIA ARCAMUZI

Harry looked forward to reading the *RUPANEWS* every month and read it cover to cover. You kept him informed of old and current work rules, and he so enjoyed the letters which kept him abreast with news of old and new friends. Of course he was depressed over the bankruptcy but kept the faith that we would survive. He loved his job, especially flying the 767. He informed us it was a magenta cockpit, so we nicknamed him Capt. Magenta.

Not to be outdone our son Mike, Fed EX pilot, is training his 5 kids to fly, so you have not heard the last of the Arcamuzi family flyers. Daughter Gigi is married to a Fed EX mechanic, brother Bill is a retired pilot, and his daughter Michelle is a pilot for Mesa Airlines. So, with Harry's influence, we are truly an airline family.

I want to thank each and every one of you for your cards, condolences and tributes this last year. I'm sorry to say I'm remiss about keeping abreast of protocol etc. so I am enclosing dues and little something extra for the stamp fund.

Harry was laid to rest at the beautiful Veteran Cemetery in Boulder City, NV, facing the runway of a small Airport watching touch and go's. We call it poetic justice.

Thanks again, from the Arcamuzi family. *Georgia*

## DICK BALDWIN

Dear Cleve, Thank you for putting up with all of us old farts who can't remember, their own birthdays mean it is time to renew "the" subscription. Enclosed please find subject check.

10 years into retirement and I'm still not tired of it. I read all these fascinating stories of world travel in the magazine and find myself wondering if these guys will never tire of sleeping in hotels and eating airplane food. It is great just not having to drive to the airport(s). All the D.C. based guys understand that. The nation's capital is not a traffic friendly place.

Hi to all of my old friends who broke the "regs" with me and were such good company on layovers. The DCA troops who introduced me to the "real airline pilots lifestyle" and how to maintain your sanity, Shelly, Ralph, Wayne, and many others and especially "Pat", God rest his soul!

Sincerely, *Dick*

## CHARLES D. BARNARD

My General Practitioner sent me to a Urologist, who because of my rising PSA, did a biopsy. This confirmed the diagnoses of prostate cancer. I did a lot of research on the Web, and decided to have radiation treatment at UCLA. They gave me 40 daily radiation treatments. I am slowly regaining my energy, even though it has been three months since the radiation. I walk eight blocks every morning with Margaret, who continues for her daily two miles.

I spend eight hours a day on the computer, not programming, but just trying to use the programs I've purchased. The Dragon Newsletter for the grandchildren and genealogy takes up most of the time. We are usually at home--no travels.--*Charles*

## DELMAR BASTIAN

Hello Cleve, though I try to ignore it, my birthdays just keep adding up.

Enclosed is my \$25. I really enjoy the *RUPANEWS*.

My best to my fellow RUPArians, may we enjoy a long and prosperous life's Autumn before the sunset in the West beckons.

Thanks, *Duke*



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**RICHARD D. BENNETT**

Gentlemen of RUPA, thanks to you all for the fine work you are doing for your fellow pilots. It is not unappreciated.

Meanwhile, I will stay tuned to learn about all the exciting happenings in the airline industry and be grateful for the wonderful career I enjoyed.

Sincerely, *Dick*

**DENNY BERG**

Dear RUPA; Sorry for the tardy note and check, as we just got home yesterday.

We have spent three of the last four months building our new home in Todos Santos, Mexico, about 1,000 miles south of San Diego.

We'll spend most of our winters down there, Nov. – Mar., and then back and forth to see our son play baseball for the Harvard team throughout the spring, and stay down in Mexico until July. Plans are to spend four months in San Diego, eight months in Mexico with game trips to the east coast.

If any one is in Mexico next fall, look us up. Todos Santos is a small place! *Denny*

**TERESA BISSON**

Hi to all of you. Time does tell, it seems like I know fewer and fewer names in the *RUPANEWS*.

Everything seems to be OK with me. Cancer in remission. Had a thrill this spring when our grandson, Adam Darron, took me flying in a Cessna 152 after he got his license. He's a senior at UC Berkeley and received a full ROTC scholarship. Has his slot in flying school when he graduates. It's a darn shame his grandfather didn't live to go flying with him.

My best to all, *Terry*

**JIM & LONNIE BONE**

Year eleven into retirement, and all is going well.

Highlight in this past year was a one month stay in Tanzania, helping missionary friends in their ministry to the natives of Kigoma (a city located on the shores of Lake Tanganika). Some interesting facts

on Lake Tanginika; it is over 400 miles long, 4,700 feet deep, and it contains 18% of all the worlds fresh water! Lonnie and I delivered a Cessna 182 from St. Louis to their mission nine years earlier. It was great to get into it once again and fly a mission with missionary Lowell Wertz.

We also visited Ujiji just a few miles north of Kigoma, and saw the actual site where Stanley found Livingstone. There is a nice memorial monument and a museum.

We are now enjoying our summer in Canada, and don't plan on returning to Illinois until September.

Otherwise, we keep busy with our church activities, and getting together with our four children and 18 grandchildren.

We thank the Lord for the blessings of each day.

*Jim and Lonnie*

**THOMAS D. BOYLE**

Dear Cleve, this is late – busy summer since I missed last summer account of three MOH's. I should last for a while now.

I enjoy the news articles – even know some of the authors, but too many of my old friends are in the back pages.

I am back to fishing Lake Michigan with my boat this year. Fishing is top priority – catching not so important – cleaning very low on the list.

Regards to all, *Tom*



*"Well, we've licked taxes—that just leaves death."*

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## BLUENECKS ARE YANKEES (OR NORTHERNERS)

By now I'm sure that you have heard all the Redneck jokes. Now here are some takes on how Southern folks look at their Northern cousins:

### YOU JUST MIGHT BE A BLUENECK IF:

1. You think barbecue is a verb meaning, "to cook outside."
2. You think Heinz Ketchup is REALLY spicy!
3. You don't have any problems pronouncing "Worcestershire sauce" correctly.
4. For breakfast, you would prefer potato au gratin to grits.
5. You have never, ever eaten okra, fried or boiled.
6. You eat fried chicken with a knife and fork.
7. You have no idea what a polecat is.
8. You don't see anything wrong with putting a sweater on a poodle.
9. You don't have bangs.
10. You would rather vacation at Martha's Vineyard than Six Flags.
11. You would rather have your son become a lawyer than grow up to get his own TV fishing show.
12. Instead of referring to two or more people as "y'all," you call them "you guys," even if both of them are women.
13. You have never planned your summer vacation around a gun-n-knife show.
14. You think more money should go to important scientific research at your university than to pay the head football coach a salary.
15. You don't have at least one can of WD-40 somewhere around the house. (Not to even mention duct tape!)
16. The last time you smiled was when you prevented someone from getting on an on-ramp to the highway.
17. You don't have any hats in your closet that advertise feed stores.
18. You call binoculars opera glasses.
19. You can't spit out the car window without pulling over to the side of road and stopping.
20. You would never wear pink or an appliqué sweatshirt.
21. You don't know anyone with at least two first names (i.e. Joe Bob, Faye Ellen, Billy Ray, Mary Jo, Bubba Dean, Joe Dan, Mary Alice).
22. You don't have doilies, and you don't know how to make one.
23. You get freaked out when people on the subway talk to you.
24. You can do your laundry without quarters.
25. None of your fur coats are homemade.

### CLASSIC PEANUTS *Charles Schulz*



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**HERB BREIVIK**

Greetings Ted: Fifteen years since my last flight. Time flies just as we all did. What a great profession we were involved in. Maybe it was the best of times for UAL.

Mary and I continue to do our annual ski trip in March and April, hiking in the Cascades in the summer and motor home travel the rest of the year. Enjoy the articles you're including in the *RUPANEWS* and thanks for stepping in as editor.

Check to Cleve. *Herb and Mary*

**EUGENE BROWN**

I know that service numbers (45-82) and home towns are no longer allowed, but I for one hate to see them go. When you don't know the name of the letter writer, knowing his/her era and home town helps you relate. 82 and running, although slower each year. Mary has trouble breathing and is on O<sub>2</sub> 24/7 but enjoys the grandkids and still gets around okay, but has to rest fairly often.

I like the *RUPANEWS* and the occasional humor you've added.

I don't like being a "RUPArians". *Gene*

**JOHN H. CHAMPION II**

Betty and I moved to Naples Florida, sold our home in Illinois and plan to enjoy Florida. We have traveled little since spring because I had a complete knee replacement in June. The knee is doing great and so are Betty and I.

Thanks for the wonderful *RUPANEWS*. *John*

**JOSEPH COLLINS**

Hi, Thanks for all the work you do. Barbara and I are fine. We are still in Solana Beach and we both keep busy playing golf and of course I am still playing the horses. So far our health is good so we have no complaints. It is great to hear from the old group. *Joe*

**SHARON CRAWFORD**

Dear Cleve and all,

I was amazed last year when it was a whole year of retirement, and now it is two years that I have been a lady of leisure. I also am having trouble finding the time to do all of the things that I have on my want to do list. So, I have been working on my terrible golf game (saying all the while that "a bad day of golf beats housework any day"), learning French, and traveling. I have found that my husband is a good traveling buddy as long as the jaunts are not too long.

We did do a French course in Paris after a cruise to Europe this summer, but had to leave the golf clubs home. That trip included a visit to the cockpit of an Air France A320 on the leg from Copenhagen to Paris. Neat. Air France bought brake fans! What a difference. It was no problem on a long taxi to the gate. Next project is to fly our Cardinal to the northeast states so that we will have landed in all of the states. I decided too late to try to golf in each of the states, so we will have to land in some of the states again. Oh, well.

I enjoy reading about the other retired pilots and seeing if I am moving too slowly in my scheduling. I hope to enjoy the flights while we are still able to pack and pull the suitcase along.

See you on the standby line. *Sharon and Don.*

**CHUCK & LINDA DARST**

Hi Cleve: It's August again, and time for those of us who were born under the LEO sign to renew our subscription to the *RUPANEWS* and to thank you for keeping us connected.

Our big news for this past year is the arrival of our first (and probably only) granddaughter, Elizabeth Virginia Darst. She arrived March 30, 2004 and is doing just fine under the close supervision and tutelage of her doting parents Karen and Geoff. We flew to Seattle in April (giving her a few weeks to get sealed into her new home) and then proceeded to drag her all over the northwest showing her off to all who would allow and could tolerate the new grandparents.

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Our bonanza continues to provide excellent service as we tour the southwest in style, trying to get out at least three or four times each month. New radios are in the offing in spite of the circumstances we find ourselves in presently.

Like everyone else, we're living with alarm and great anxiety watching the decisions being made at United. We are, however, trying not to let it rule our lives. Our only hope for any kind of input and resolution is, as it always has been, in our collective strength. We can only continue our support for those working on our behalf and hope that final resolution is fair and soon.

Best wishes, *Chuck*

### **BARRY DAVIDSON**

This year had a growing family, travel and the arrival of the Medicare Card. A second granddaughter arrived to make two for us - a happy and healthy time at the birth in February. With one daughter and the two grandchildren on the east coast and our other daughter on the west coast and us in Chicago, we are putting the miles on and throwing in a few other trips in between. Nice not to have to hurry back from the travels if you don't want to.

We are looking forward to the Alaska cruise in September for another good trip.

Many thanks to all the Folders and Stuffers and all those that keep us informed. *Barry*

### **DON DIEDRICK**

Greetings Ted, and thanks to all of you who give of your time to keep us together. It was sad to hear of the unexpected passing of Ed Petrovich in August's *RUPANEWS*, and appreciate the kind memoriam written by Jim (Morehead?) on his behalf. I flew with Ed on the 727 as F/O-how joyous for him to have flown with his two boys-a real gentleman and an ardent ALPA member. Almost completed two years now since retirement at ORD, and like all, watching UAL's developments with great interest. We all appreciate the health oriented and financial articles in *RUPANEWS*, among others. Later this year we plan another visit to the Big Island

(Hawaii), where we hope to move in a few years-still have a son in college & a daughter in high school. Congratulations on the Wall of Honor arrangements in support of the Nat. Air & Space Museum-a fine gesture. Looking ahead with hope and thankful for all our blessings, we wish you peace. Regards--*Don & family*

### **BILL ENGEL**

July 29, 2004

It is getting late and I want to get this to you in my birthday month. United Airlines appears to be doing a lot of flying, but there are still big problems. The apparent treatment of the 4 Pension Plans is the latest. Let's hope they can get it all back to normal soon. As far as our health is concerned, I need hearing aids and glasses and occasionally the glasses and hearing aids don't work very well. Nancy had open heart surgery, in March of this year, to replace the same valve she had replaced in 1995. She is now driving, playing bridge and getting about fairly well. That is about it.

Best wishes to all, *Bill*

### **MIKE & CLARE GALLAGHER**

It's been a little over a year since I retired and we have been busier than ever. Five grandchildren keep us running plus our youngest daughter who just moved into the city. Plan to spend Feb. down in Florida at the Villages located north of Orlando.

*Mike*

### **PETER GRANATA**

Hello to all and congratulations on our fine *RUPANEWS* in these troubled times.

I had some fun, other than our horses, this morning. A friend has completed hi S-51, a 70% size P-51 after ten years of work. Everything looked good on the ground checks, but the flight was very short as the prop governor failed and we lost two gallons of oil in one trip around the field. She flew very well; oil leak is repaired, but the governor is a problem. I'm told this is one of only fourteen completed S-51's.

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Can we get a definite and reliable answer as to the max the PBGC will pay? I chose to believe ALPA's chart that goes beyond the "100% at age 65." UAL and the PBGC say age 65 is the max. We may well need a hard answer to plan our futures.

*[This was emailed to me by one of our members. I haven't checked it out myself. Cleve]*

*["I spoke with the PBGC today at 1-800-400-7242, 1, 2, 0 and was given the following answers to my questions:"*

*At age 70, maximum PBGC benefit on single life is \$76,612/year.*

*At age 71, maximum PBGC benefit on single life is \$85,931/year.*

*No pro-ration for time between attained birthdays. Cleve]*

Thought I'd send in the dues on time for a change and while I have the money! *Pete*

### **JIM HANDSHAW**

Dear Ted, Thanks to all working on the *RUPANEWS*.

My wife and I have had a good year enjoying our three grandsons. Did two cruises the past year. Traded in my cruiser and bought a touring bike (BMW 1150RT). Plan on a west coast trip in September. The cello lessons continue. Every once in a while when I play in tune it sounds so good!!

I miss United. I miss the people. Events may threaten the future of the A Plan and medical. But they can't take the past away. It's been a great career.

My check is in the mail! Regards, *Jim*

### **WILLIAM L. HAYS**

Cleve, Sorry to be late this year. I went in for a colonoscopy in December and had a heart attack in the recovery room. Several operations later, I am carrying four stents through the metal detectors. The cancer they discovered is gone for now and things are looking a lot better. I have another cauterization Monday, but for now it is wait and test, test, test.

Best to all, *Bill*

### **JIM HOLBROOK**

Dear Cleve, the *RUPANEWS* seems to be one of the best publications on the topic of prostate health that I have ever read, so I thought that I should add my story.

I have had a problem with BPH for several years. The primary symptoms have been poor flow and an inability to empty my bladder completely. I have tried to deal with it with herbal and vitamin supplements with poor results. Last spring my urologist finally convinced me that I needed to do something and suggested the TUNA procedure. TUNA is short for Transurethral Needle Ablation. It is an office procedure that takes about 20 minutes and is covered by our medical insurance. It is described in a booklet by Medtronic, Inc. entitled TUNA Therapy. My total time in the urologist's office, including prep time, was less than two hours. I did need to have a friend drive me home because I was given a sedative prior to the procedure. The procedure was done April 5, 2004, and within one month my urine flow and ability to empty my bladder were significantly improved. I feel like a teenager again when I'm standing in front of a urinal.

I still live in Gurnee IL, and the TUNA procedure was done in my urologist's office in Lake Forest, IL. I am continuing to take herbal and vitamin supplements in an attempt to prevent future problems.

Best wishes to all of you. *Jim*

### **HOWARD & SANDRA HOLDER**

Dear RUPArians, 2004 got off to a bad start for our Over-The-Hill Ski Club. One member had a pace-maker installed, told not to ski for 30 days, and cheated. Another, a former B-24 pilot, was told to not ski again by his doctor, and another member, next to my wife, my best friend, died of cancer. He was born in Russia of German Mennonite farmers who Catherine-the Great imported to show the peasants how good farming was done. Naturally, his relatives suffered greatly from the envious Communists. After Germany over-ran that part of Russia, he and his mother traveled to Hamburg, where he used to see the allied bombers come over. About 1947 he and his mother came to the US as displaced refugees when he was eight years old. He later taught German, English, and social studies

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at Puyallup, WA High School. I got to know him as an acquaintance when I started kayaking in 1973. Then his wife died at an early age, and he had children to raise, school to teach, soccer to coach, and his church activities, so I didn't see him for about 15 years. Then one day, about '92, he called me up out of the blue looking for someone to kayak with. That started a long friendship, with much kayaking, rafting, canoeing, camping, traveling, and bicycling in WA, OR, MT, ID, CO and UT. He, Milt Jines and I spent two days on the Klamath River rafting class IV. He was a true friend and I feel that I am a better person from just knowing him.

Not much else to write, I suppose I covered it last year. I keep busy reading, keeping the house and cars from falling apart, working for Habitat for Humanity, and hoping for good news from United.

Sandra and I just had our 48<sup>th</sup> anniversary. *Howard*

## AL HOOPER

Dear Ted and Cleve, Here's my renewal check for *RUPANEWS*. Don't want to miss a single copy of your magazine. Will keep this missive short so it doesn't sound too much like the dreaded Christmas letter.

Seems like only yesterday that I declined the great 1994 ESOP adventure and opted to retire. Fondly remember my last trip, returning like a thief in the night after being scheduled to deadhead on an all-nighter from NRT to LAX. Did get the usual reception from the customs and immigration people. What an appropriate ending for 27 years with United.

Sorry I can't excite you or your readers with stories of our cruises and exotic travels around the world. Only have a daily 36-mile round trip drive to the nursing home to feed my partner of 48 years. She's in the final stages of Alzheimer's/Dementia. My only adult toy story would be the graphic details how I push the Murray lawnmower out of the hanger (garage) and cut the grass.

Feel fortunate to have military retirement benefits. Military pay helps with current nursing home expenses and will take the sting out when United dumps our pension into PBGC's lap. Manage to save a few dollars by using commissary and ex-

change facilities. Have a military life insurance policy in place. With Tricare for Life and VA medical and drug coverage's, I don't need that wonderful post Medicare BlueCross/BlueShield United has been trying to take away from its retirees.

Have gone the prostate cancer treatment bit. I am a strong advocate of Brachytherapy (seed implant). Drove myself to and from the hospital in San Diego. Checked-in at 5 AM, had the procedure, and back home by 3 PM. One day in and out. Have had no complications or surprise side effects. My PSA after 6 months is 1.0 and heading lower. The VA helped greatly with testing and various scans during a two-year watchful waiting period.

Some retired pilots have used the Newsletter to speak about their experiences with prostate cancer. I can only echo their comments and thank them for taking time to sit down and put them into writing. The Internet has a wealth of information on the subject. If you have the problem, use the net and get informed. Don't depend on any one doctor's advice. You will have to make the ultimate decision on what procedure is best for you.

Oh well, Merry Christmas one and all. *Al*

## GEORGE HOWELL

Late, again! But still looking down at the grass rather than up at the roots!

Still fighting BORRELIOSIS, commonly called Lyme disease. Not very energetic! Still haven't built that dream house that I came to MO five years ago to do. However, I discovered a website in June of this year, [www.sarcinfo.com](http://www.sarcinfo.com) that may contain the answer to this disease, and a number of other AUTO-IMMUNE diseases. Cutting edge thinking, based upon the study of the human genome. I will give you a report next year if the information is successful. But in the meantime, someone else might like to read and get started with the protocol. My PCP thinks it has validity! Some of my side symptoms are neuropathy, lower leg spasms at night, lack of energy, osteopenia, and calcified granulomatous nodules on the lungs. The last two confirmed by DEXA and xray machines. You would never think that they are all connected, but they are supposed to be by the information on that website. The originator is Dr. Trevor Marshall,

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PhD., who was so sick that he was in a wheel chair and could not go to work. He researched the research, and came up with the information to put himself into remission, if not cure. Time will tell! The medical doctors had given him no hope for improvement -- one of those auto-immune diseases!!! People are having success with what is now being called the Marshall Protocol. If you go to the site, read the info in the box on the left first, then the info under the boxes, then the "Clinical Support Discussion" threads--topics. The basic problem is a genetic defect in some people to control the production of the active Vitamin D hormone, 1,25D, within the body, especially when infected by a bacteria that is capable of producing a Cell Wall Deficient (CWD) form. The inactive Vitamin D we get from food or supplements or manufacture from the sun helps to fuel the situation. There are some 58 such bacteria known now. Each will give its own flavor to the mix, and cause a different "disease", or set of symptoms. It all sounds crazy when you first hear or read about it. However, I was tested by an independent source, and have the run-away production of 1,25D hormone. All of my problems really started after I was infected by the tick with borreliosis, which is one of the CWD capable bacteria. I was somewhat affected previously. I use to think that I was "sun poisoned" after being out in the sun for a long time, such as sunbathing, sailing, etc. But that would fade in a few days. It has been very different since the tick bite and infection!

I have done some research on the PSA test, also. Dr. Thomas Stamey of Stanford University who is reported to have been one of the earliest strong advocates of PSA testing now says that the PSA is no longer a useful or reliable marker for detecting prostate cancer. In his presentation at the American Urological Association conference, he is quoted as saying, "...that PSA no longer has a relationship to prostate cancer. Because we develop the cancer, we're now removing prostates from men whom cancer is so small that they do not need the procedure. We're finding all those little cancers that are never going to be a danger to the patient. In smaller cancers, the PSA test is not relevant anymore; you might as well biopsy a man because he has blue eyes." He is reported to have stated that 98% of the time an elevated PSA level is only related to prostate size, benign enlargement of the

prostate, and the public has the misperception that if you have an elevated PSA level, you have prostate cancer. The PSA had been thought previously to be as good as 35-45% accurate. I am putting my betting money on the A.M.A.S. test that I read about from someone in the *RUPANEWS* sometime back. ONCOLAB, of Boston, MA, 1-800-922-8378, will send you a FREE PROTOCOL kit, which includes directions for doctor to take the blood sample, vials and pipettes necessary, order form and a 40 page stack of information sheets about the test. They claim that the test is 95% accurate of finding cancer within your body, but not where the cancer is though, provided that you get the serum sample to them within twenty-four hours. The sample must be shipped Fed EX Overnight Express. My wife and I are using it now instead of PSA or mammogram and PAPS. And the bonus is that just about any other cancer is picked up, too. We each had one done last year, and will do so again soon. Lab cost for the test is \$135, and Medicare covered the test. I forgot to see if BC/BS did for my wife. I covered my doctor's participation plus FEDEX charges. The lab says that if you show in person, or do two tests, back to back, the accuracy goes up to almost 100%. I thank whomever it is that first reported on the AMAS test in the RUPA!!!!

Wishing that I could tell you about a wonderful cruise that we have been on. But then, I would be concerned about my weight...from everything that I hear about those sinful extravaganzas!

Best of everything to all! May United survive!

*George*

## **DAVE LANDRY**

Hello Ted, just a few weeks late, but at last a few words. First, THANKS Ted for taking on this important task that all of us appreciate very much the demands on time and the dedication of so many to benefit all of the retiree group, my profound Thanks

This July 2nd, marks the 18th year since I began this interlude of relaxation, contemplation, and cogitation. It is also 19 months since I left the Cleveland Heart Clinic and a quadruple By-pass, done by the most skillful MD's I have ever encountered. The results are, I am now working out on the

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treadmill 3 days a week and have passed two stress tests, the first by 18 minutes, on 24 minutes on my second one. The doc's now say I'm fit to go for the next twenty years...Let us hope they are correct.

Have been keeping busy with all sorts of distractions, playing my saxophones, listening to my Jazz collection, and of late trying to prepare our boat for sale. We have been living aboard for almost 13 years here in a harbor of New Orleans, and finally this most idyllic lifestyle came to a halt, as my heart problem developed. So, now we are landlubbers in a gated apartment community, and enjoying this very much.

Other demands on time include keeping up with our extended family of ten who with their kids have the two us very active and busy. My most elementary care and passion of course is taking care of my most precious gift, my wife Joy, of 54 years of bliss.

This Jazz background has placed me in as a panelist on a local Jazz radio station where I try to confuse everyone as to the origins and players of this great American art form. It's been a wonderful experience, and I have met some great folks who also dig this good music.

Of course, the watching eye is on constant alert for the next shoe to drop in our UAL case. I see of late that the PBGC is now in court against UAL. I can't recall that they went after the steel companies when they went belly up.... One can only surmise...

Attending this latest BNO for me was just a blast. To see my old friend Marty Berg and so many others too numerous to mention was a real pleasure. I will try my best to attend the next one and can recommend to all who have not attended, give it a try...you'll enjoy.

OK, Ted, that's it for this year, thanks to all the folders and stuffers, and assorted helpers.

*Dave Landry*

## **BILL LAWRENCE**

Well, now that there are two of us with the same name and birth month, I'll clear up any confusion by pointing out that I'm the young, good looking one.

In a rational world, I wouldn't be writing yet, because I'd still have a year to go; however, two years

ago things weren't fun anymore when UAL offered the early-out and I took it, so here I am. But MAN!! I sure miss that triple 7!

36 years at UAL, and now trying to figure out what to do with the next 36. Kids grown. Both entered the Marine Corps with reserve contracts. Son Morgan (23) transferred to the Army National Guard, got into OCS, and will pin on his 2nd looie bars in August. Been accepted to flight school, so in spite of Old Dad's whining about it, may be off to helicopter school sometime soon. He flies full time for AirPac out of Boeing Field. He flies multi engine, single pilot, IFR, over the mountains, at night! No duty rigs! I think that's what's called "quality time", but who wants it? He's getting interviews from most of the regionals around the country, so maybe with a little luck I can talk him out of that helicopter nonsense.

Daughter Ginger (22) is an actress at heart, has studied at the Lee Strasberg Academy in Hollywood and New York. She is the least military personality on the face of the earth, so naturally she joined the Marines. Her unit got activated and she was awhile in Kuwait & Iraq. (Playing in a big sand box, she called it). She's back in New York now. She can act, she can sing, and she can drill a round into your heart from 500 yards.

I had a moment of somber reflection awhile back. I was at Sea-Tac, so stopped into operations to visit, and read the bulletin board & bid board, just like I had so many times before. The only face I recognized was behind the FOSR desk, and then it slowly began to sink in. I DON'T BELONG HERE!! All those years this was home. My identity was in what I did for a living, and now I'm an outsider, viewed with curiosity or indifference by the men and ladies there in the handsome blue uniforms. It takes a moment or two to get a grip on a thing like that. But retirement is good. Someone once said every day is like the first day of vacation. It is. The trick is in keeping occupied and interested. I've made a few long road trips, and will make more. This country looks a bit different from up close than it does from FL350, and there's a lot of it to see.

Tried to ride a pass lately? How, I wanna know, can a company have these kinds of loads and still be bankrupt? Must take a lot of talent.

Till next year. *Bill*



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August 16, 2004

Dear URPBPA Member:

I am responding to a recent e-mail to the URPBPA Board members.

You offer the opinion that United will be terminating their Defined Benefit Plans sooner rather than later. United's recent actions would indicate that this certainly is a possibility but, as we know, they have not taken any overt action to terminate any of the plans yet.

Since the denial of United's request for loan guarantees by the ATSB, United management has refused to provide any information about their plans. The company will not respond to requests for information about their plans relative to the Defined Benefit Plans. Likewise, the Company will not respond to any questions concerning who they are talking to about exit financing or when they expect to emerge from bankruptcy. What they are actually going to attempt to do, and when, is known only to the senior management team at United and they are not revealing their plans.

I could engage in endless speculation about what the Company is going to do, but it does not seem that would provide useful information to our members. When URPBPA has real information or facts, we do report them to the membership. While some of these reports may be old news to you by the time we post them, many of our members do not keep up with current events to the same degree as others.

I am in frequent contact with the leadership of the UAL-MEC, the IAM, the AFA, and ALPA national. I attended the UAL-MEC meeting in Chicago last month. URPBPA continues to work diligently to keep the coalition that was created during the Section 1114 medical benefits proceeding intact. URPBPA was instrumental in the formation of the coalition and I believe the interests of all United retirees were well served by the coalition. I also believe that the retirees' best interests in the outcome of any effort by United to terminate the Defined Benefit Plans will be better protected through the efforts of a strong coalition.

URPBPA's plans remain as they have been from the formation of the Association. We will work to best protect the benefits negotiated on behalf of the United pilot retirees, their dependents, and survivors. URPBPA is constantly engaged in the legal proceedings surrounding United's bankruptcy. The procedures we use will vary, depending upon what exactly United attempts to do. Our attorneys, actuaries, and ERISA experts are prepared to start efforts to protect our pensions as soon as United makes any effort to modify them. This is the same approach we used when United attempted to decimate our medical benefits and I believe we were rather successful in maintaining a good medical plan for all United retirees.

I realize that the uncertainty surrounding our future economic well-being is very unsettling and stressful. The events that brought us to this point were ones over which we had no control. However, we are well organized and have the resources to work to protect our pension, if and when, that becomes necessary. Unfortunately, nothing in the bankruptcy process moves quickly. This is clearly evidenced by the fact that United has been in bankruptcy for eighteen months and there is no end in sight. While it is difficult, we will just have to continue to work our way through the process as it unfolds and be ready to do whatever is necessary.

Sincerely,

Roger Hall

United Retired Pilots Benefit Protection Assoc.

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**W. W. "BILL" LAWRENCE SR.**

For once I'm ahead of my birth month, but not far enough for it to be printed on time. Oh well, all's well here with nothing in the line of big worries.

Oneida is still bowling though not as well as she thinks she should. I'm still shooting and I have an alibi for not shooting as well as I'd like to. I've developed a small blind spot right in the center of vision of my right eye. When I shoulder the rifle I can see everything but the front sight. So after shooting right-handed all my life I'm learning to shoot left-handed. It's a most awkward change-over, but I'm beginning to be comfortable with it. Shooting well is still in the future.

So things are going well with Oneida and me, and all five of our kids and their families. Hope it's the same for all you guys who are doing all the work.

Kindest regards, *Bill*

**H CLAIR LILLEY**

Dear Cleve, As usual, I am a few months late, but time does fly. Everything is going well with me. Bought a different house and we have spent the last few months moving, adding and deleting furniture, and redecorating. We plan on being settled by Christmas. Maybe, by then we will have a conclusion to our, retirees & employees, problems with United

My best to all. Sincerely, *Clair*

**AURELIA LUTON**

Cleve, I put a check in the mail today for Joe's renewal to the RUPA magazine. I would have printed this and sent it along, however, my printer is not working!! *[You did the right thing as we prefer getting the letters via E-mail as it cuts down on our work load. Thanks, Cleve]*

It is difficult to believe that we have just spent the second birthday of Joe's without him. This past year had many challenges and emotions but Kara, Kelly and I are taking things one day at a time and we are most thankful for the love and support of wonderful family and friends and our faith.

Thanks for the RUPA Magazine. I enjoy reading it.  
*Aurelia*

**GEORGE MATHES**

Ted : Year #6 since retirement from UAL, but still toiling in the financial profession.....at least until the pension situation is resolved. It also keeps my retired Flight Attendant wife in a better state of mind! Not much traveling except to the oldest daughter's retirement from the Navy in August in SAN. A little golf & breakfast with a representative bunch of DAL, TWA, & UAL pilots each week. Not very exciting compared to a lot of the activities we see on here, but it works for us for now. Good health and good spirits for the present. Thanks to all who volunteer to get *RUPANEWS* out to all of us. Dues & postage on the way to Cleve.

*George & Jacque Mathes*

**JACK & MARIL MC CLURE**

Hi Ted and all the great guys I had the pleasure of working with! I am 71 now, healthy as a horse, no pills and enjoying the heck out of retirement. I share concern for United of course as I'm sure most retirees do. Maril and I still oscillate between here and Fla running away from hurricanes and snow! Last summer I took a flight off my mule, Kate, and after two months recouping fell off a ladder and did a pretty good number on my left arm. I am now called Frequent Flyer by the locals here! So far this summer I am sticking to my motorcycle, it hasn't bucked yet. Maril manages to stay out of trouble by sticking to her flower gardens and Pedro her gentleman quarterhorse. We just have a small place but pasture 4 Llamas, 2 cows, 5 horses, and 2 goats named Wednesday and Wizard. Our two dogs round out the family. Fortunately we have a wonderful neighbor who takes care of the animals when we go south. We still SCUBA and enjoy underwater photography. I think staying active is the key and am very thankful for good health and wish the very same for you. My best wishes to everyone and thanks to you, Ted and the group.

*Mountain Jack alias Jungle Jack in Fl*

**J. V. MC NAMARA**

Dear Cleve, This being retired reminds me of my kids' college days; no job, few responsibilities, plenty of parties, but without the midterm exams.

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Speaking of kids, Vickie & I married off our daughter in San Miguel de Allende, Mexico this June. Met several airline type ex-pats who have settled there. Interesting place. The PDAP took a hit from the 8 day wedding celebration, but it was worth every Peso.

As always, many thanks to the Officers and Committee for all you do for RUPA.

Regards, *Mac*

### **KEN MILLER**

Turned 70 in August; check is in the mail! Went to Bangkok for a week (27 Jul to 4 Aug) and had to evacuate the 747-400 because of an aborted T/O. No helpers at the bottom of the slide so I slid across the tarmac on my ass and it still hurts!

When I arrived home there was a letter waiting for me from UAL explaining about the P.B.G.C.; is the company trying to tell me something? Should I start saving my money as we all used to do prior to the talk of a strike? Anyway, it's not the end of the world. We will survive.

Lastly, the summer passenger loads were quite heavy, this is a good sign; just hope we can get the jet fuel prices down. Regards to all, *Ken*

### **BOB ODGERS**

Ted: Thanks for doing a great job on the magazine! Check is in the mail for Cleve.

(Actually it is one of the better buys for me, with all the tips and info for all of us.)

As I celebrate my 75th Birthday and count my blessings, memories, and just plain fun. I would like to share some with you and possibly give some tips to the new retirees.

In Illinois you have to take the drivers test to renew your drivers license at 75. At 5 bucks it is a double check on your abilities. If you go to 81 years, the price drops to \$2, and at 89 you get your license for free! Is this pilot heaven or what? I will admit to having checkitis as I remembered all the route checks, etc., that I used to give to the Viscount pilots out of EWR and DCA and how they must have felt. (It is always easier to be the checker v. the checkee)

Then, I remembered one (of many) fun things while growing up on United. I was the co-pilot on one of the last ferry flights to deliver the sold DC-3 fleet. Captain X directed me to file ITAG-DIRECT SFO-DEN. "One thousand feet above ground-Off airways direct" Can you imagine the delight of two birdmen climbing over the Sierra's, Wasatch, etc. Getting the close ups of deer and sights that we would not have normally seen. AND I got paid to go along! One thousand feet above the terrain makes for a lot of climbing and descending and it was joyful and a refreshing break from all the old rules and regulations we lived with as airline pilots.

I have received many tips from the RUPA guys via the magazine, so maybe I can relate a couple of items this past year to help others in this uncertainty of our future. When faced with a whopping property tax increase, I decided it was time to really read the tax notice. I did and found errors (that I had ignored) so it was time to file an appeal. My first appeal got me a form letter reducing my evaluation by 1k. I said, "No deal" and went to step 2, the Tax Advocate. They reduced it by another 2k, still said, "No deal" I then appealed to the Board of Review, outlining my case and submitting 6 comparable properties along with the digital pictures of same, again stating my case in a letter to the Board. Isn't the old rule "Don't fight City Hall?" Well, I met a gentleman who was in the same boat, and he suggested stating what I thought was a fair and equitable evaluation. So, I did, and they did me one better of almost a third in my assessed valuation. It takes time, but it is well worth the effort.

Now how about a heart warming story about the IRS? I use the web to pay my quarterly payments. Since I had doubled up on pre-paying charities and taxes, it was time to itemize. Taxes filed via computer program. Letter arrives from IRS. "You made an error in your taxes paid, and we owe you \$90 (enclosed)" What? Oops. I checked and I had inadvertently switched a 76 to 67 digit. Now they caught it and refunded my mistake. Is this a great country or what?

This was one of the little goofs that I was becoming aware of, so I trained my replacement who has been doing a fantastic job with our finances. My point Gentlemen, let your wife handle the money and the expenses start dropping! A former F/A

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who squeezes Lincoln up to the max, hanging around the pilot group has paid off big time. It is utterly amazing how well they handle the money, instead of handing you the receipts or bills. I would estimate our frivolous expenses have been reduced by 40%.

One last item for the young retiree facing Social Security with a younger mate and/or young children. I took my SS Payments at 62, which entitled my wife to ½ my amount plus ½ per child support. The payments for them continue until the children are (I believe) 18. Obviously, when the last child is 18, all payments to the dependents cease. If you are in this situation, check it out.

Again, thanks to the group for the time and effort! It is appreciated! *Bob*

P.S. I hope you can get "Norty" (Bill Northup) to share his artistic talent with RUPA. I have two oil paintings he did of the 737 and the Caravelle hanging in my den. I don't get wistful very often, but those paintings mean a lot to me. Thank you, Bill!

### STAN RUDEEN

Hi Ted--congratulations on a UAL classmate making good as the new editor. Turning 8 years old tomorrow, using the start of my new life in mandatory retirement as the new basis. Health is good for both Betty and I. One notable trip for us this year was a cruise on the waterways in Russia, from Moscow to St. Petersburg. Never thought I would walk around Red Square in the Kremlin. Russian people welcomed us and are just as happy the cold war is over as we are. More than one guide said "life in 'Soviet Times' was easy but worse; now life is harder but better". Lots of changes are occurring there. They are restoring many of their national treasures and many rival the best in Europe. Some statues of Lenin exist, but the rest of the Soviet leaders are long gone. President Putin is well-liked for the reforms in progress; Gorbachov and Yeltsin are considered the ones who got the "ball rolling" (along with Ronald Reagan). Flew non-stop from DEN to FRA on a Lufthansa 400. The 16K runway in DEN is the longest in North America (the world?) and take-off rolls to Asia or Europe are about a minute long.

Had my 50th high school reunion in Nebraska this year. Out of a class of 14, 6 of us were alive and well enough and close enough to attend. Two of the class have died curiously in alphabetical order which, if continued, may allow me to see 30 years of age in my new life.

With all four children and ten grandchildren in Colorado, we alternate time between our home and our log cabin in the mountains. I hope we can continue that arrangement in the unpredictable future. At least until I'm 20.

Could I suggest *LETTERS* contain the home town of the writer? Just makes an extra interest for knowing where folks live in their new life. *Stan*  
[Hi Stan—Our security consultants agree that where you live now is OK information. Thanks for the idea.—Ed.]

### JIM RUDISILL

Dear Ted, Nice to have you on board. My letter this year is a sad one to have to write. My dear wife Helen passed away in May. After fighting heart disease for almost thirty years it finally took her from me. She was a fighter until the end. She died peacefully with my daughter and I by her side. I'm trying to stay busy and cope with all this. I will be going back to the condo in Bradenton in Nov. I expect I will sell this house in Ohio next spring and live between Florida and Missoula, Mont. My daughter is in Missoula and it will be a nice summer residence. My regards to all, *Jim*

### RON SAUNDERS

I'm a bit late this year with no good excuse I'm afraid.

Life is still good in our valley, although last fall the fires came close enough to get our attention. We were on a golf and touring trip to Thailand and Cambodia at the time, so there were some anxious moments for a time. Planes were very full but we did get on.

The latest trip was in May and June to the South of France, also golf and touring. Several retired United types were on that one.

Gayle and I keep busy with golf club activities and grandkids.

Our thanks and best to those who keep RUPA going. *Ron*

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## LAST 757 LEAVES WICHITA

*Wichita Eagle* 08/10/04 author: Molly McMillin

Hundreds of Boeing Wichita workers will gather today to bid farewell to a program that touched the lives of thousands of area aviation workers and marked a milestone for Boeing. Boeing Wichita workers have finished their work on the last 757 fuselage to roll off the line at the assembly building on MacArthur Road.

The 757 program, which was launched in the late 1970s, will officially end this fall when Boeing delivers the last 757 to China's Shanghai Industries. The plane will be the 1,050th single-aisle, twin-engine 757 to be delivered since Boeing began shipments in 1982.

"We know there's something new that will replace it eventually," Boeing sheet metal mechanic Todd Shoemaker said on a break from installing floorboards in the fuselage last week. Still, "it's sad to see it go."

In the massive, once-bustling assembly building, only a handful of workers remained on the program late last week. They were finishing up the last of three fuselage sections for the final 757 production plane. Later this month, the section will be loaded onto a railcar to make its way to Renton, Wash., where the last 757 will be assembled.

Over the years, the 757 has been sold to 55 different customers and carried more than 1.3 billion passengers. Today's ceremony to commemorate shipment of the final fuselage section from Wichita will undoubtedly bring back memories for scores of Boeing Wichita workers. Nearly "everybody's been on the '57 at one time or another," said Mike Wakefield, supervisor of the 757 program in Wichita.

### A proven success

Boeing launched the 757 program in 1979 with orders from Eastern Airlines and British Airways for 40 of the aircraft. The plane was conceived during the early 1970s oil crisis to be quieter and more fuel-efficient than the 727 it replaced.

It was the first single-aisle aircraft that could fly both coast-to-coast and transatlantic flights, said Randy Tinseth, Boeing's director of product and services marketing.

One of the 757's design goals was to have a common cockpit with the twin-aisle 767. That allowed pilots to be certified simultaneously on both aircraft, reducing training costs, Tinseth said.

Teal Group aerospace analyst Richard Aboulafia called the 757 a "fantastic program" for Boeing. "It had narrow-body costs with wide-body capacity," he said. In terms of efficiency, performance and sales, "boy was it a success," Tinseth said.

Indeed. The 757 is one of only five airplane models designed and built by Boeing to tally more than 1,000 deliveries. But a U.S. market downturn and a growing number of airplane choices resulted in fewer orders in recent years.

Experts say the 757 also was a victim of its own success. Many 757s flying today are less than 10 years old and don't need to be replaced. Airlines are expected to operate them for years with Boeing supplying parts and support. The increased capabilities of Boeing's newest 737 and its future 7E7 will fill the market now served by the 757, Boeing officials say.

In the beginning

When the 757 program began, Wichita built the forward section, body panels and hardware for the nacelles, or engine coverings.

In 2001, the plant's role expanded when it began building the center and aft fuselage sections. At that time, Wichita transferred body-panel work to Italy's Alenia Aeronautica.

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Italian workers in the town of Pomigliano, near Naples, taped a written message to their Boeing Wichita counterparts on the final body panel they built. "We are going to finish the last panel, but our mind runs near all the Boeing American who came to Italy (Alenia-Pomigliano) to do a genuine greeting," the message read. "Hoping that this relationship based on friendship and collaboration will continue in the future, we wish you peace and serenity," it read. It was signed, "The Workmen."

As work on the 757 winds down in Wichita, employees are moving on to other programs, and equipment and tooling have been moved. On Monday, the remaining 757 workers will report to work in other areas of the plant. The assembly and support building where they worked is nearly empty.

Boeing officials say the building could eventually be used for future parts production on Boeing's new jetliner, the 7E7.

But the 757 holds a special place for Stuart Miles, a sheet-metal mechanic who says the program helped support his family for the past 18 years. He has worked on the 757 since Boeing hired him in 1986. His wife, Debbie, worked on the 757 for 15 years before she left the company. "I've done nothing else," Miles said. "I hate to see it leave.... It's been a good job. "

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## **PESTICIDES, NOT WEST NILE VIRUS, ARE THE LEADING CAUSE OF BIRD DEATHS**

A New York State wildlife official has discovered that of birds collected for a study on West Nile Virus, **more died from pesticide poisoning than from the virus itself.**

In response to this early data, the [National Audubon Society](#) is calling upon Connecticut, Delaware, Maryland, New Jersey, Pennsylvania and Virginia to begin testing dead birds for pesticide poisoning, if they have not already, and to publicly release their findings.

Last year, prompted by concern about the spread of West Nile Virus, New York State asked counties to report dead birds to its wildlife pathology laboratory. After receiving more than 80,000 birds, Dr. Ward Stone discovered that while the virus was a factor in some of the deaths, the leading cause was pesticide poisoning.

### **Common lawn care chemicals were among the most common toxins.**

"Millions of us use pesticides like Diaznon and Dursban at home," said Frank Gill, Audubon's Senior Vice President of Science. "We deserve to know as much as possible about their effect on us. Like canaries in a coalmine, birds warn of danger in our environment. **If these chemicals kill birds, what are they doing to our kids?"**

In addition to threatening wildlife, **pesticides are believed to harm humans.** According to Pesticide Watch, pesticides have been linked to a wide range of human health hazards, from short-term impacts such as headaches and nausea to chronic conditions like cancer, reproductive harm, and endocrine disruption.

"State governments are responsible for protecting the public's health," said Audubon President John Flicker. "We think it's important for them to find out what these bird deaths mean."

Founded in 1905 and supported by 600,000 members in 510 chapters throughout the Americas, the [National Audubon Society](#) conserves and restores natural ecosystems, focusing on birds and other wildlife, and their habitats, for the benefit of humanity and the earth's biological diversity

[National Audubon Society](#)

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## LARRY L. SCHMIDT

Hi Cleve, I just read the July *RUPANEWS* and realized that it is my birthday month and I had not sent in my money. So here I am a month late.

These five years really have flown by. The only real news of the year is that we finally have a grand child. Her name is Bailey Lynn. She belongs to number two son.

We have a cruise in the Mediterranean Sea planed in November. We start in Athens and end up in Rome.

Thanks to all of you who keep the news coming. You do a great job. Thanks, *Larry*

## DICK & FRAN SCHULTZ

First I would like to thank all the people in SFO for your support of the RUPA organization, and to you Ted for a job well done with the *RUPA NEWS*; we look forward to the news each month. This month I will be married to the one and only wife of 48 years. Fran, like most of the wives of airline pilots, have stood with us through good and bad times and we LOVE you for it, also this month I will be retired 16 years; boy time sure does fly when you're having fun.

As for all of us, I sure hope UAL gets its act together for the future of the airline and its present employees, one of which is our son Dave a Capt. in ORD. WE who are retired have had the Glory years of the airline industry, now lets pray and hope all will go well.

The year 2004 has been a good year for us. We started out the year on Jan. 5th with a cruise out of New Orleans to Hawaii, a 19 dayer, on the *Crystal Harmony Cruise Line*. What a wonderful cruise line, in fact it was so great that while still on board we booked a cruise to Alaska on the same ship and stateroom which we have just completed; we are HOOKED.

We spent from Jan 24th thru April 1st in Hawaii. It's our 4th year in Hawaii, in fact Fran said "Can we cruise back to Chicago?" The summer has been busy for us with all the grandkids; in fact, I just got back from a FastPitch baseball tournament for 10 year olds in Mankato, MN., of which our granddaughter took part in. Boy, times have sure changed. This team that my granddaughter plays

for "The Wasco Diamonds" has played 60 some games since the first part of June. They have won 53 of those games; that's a lot of baseball and it is really hard on the grandparents, just kidding.

We are looking forward to the rest of the year 2004 with FAITH in GOD, that the world will come together in PEACE and all will go well with UAL. To all of you fellow RUPA people we wish you good health and may all your landings be SMOOTH, GOD BLESS. *Dick*

P.S. Will send check to Cleve.

## TED SHOLL

Dear Ted, Once again the year sneaked by and time for my birthday letter.

The last three months have been a blur. In April we decided to put our condo in San Diego on the market and buy a place in Honolulu. We had been looking at a place out here called Ko Olina Resort, which is on the western shore of Oahu out beyond Barbers Pt--we used to fly over the place inbound from NRT, SYD, etc.

The real estate market out here is about as crazy as Calif.--find a place, make a full priced offer and lose it to a higher bidder, which we did twice before successfully buying a place. Our home in Calif. sold in one day, so things were a little hectic, but it all worked out and we now live in a beautiful resort community complete with a marina, 4 large lagoon beaches and a PGA type golf course.

We did keep a link to the "big island"--our sailboat remains in Coronado so we have a vacation place to visit--also a base for visiting our son and family and playing golf with old Navy buddies.

My eternal thanks to all of you who keep this great organization going, and the newsletter is great. Aloha, *Ted*

## BOB SINCLAIR

Have spent the last 2 years retooling my life. I've bought 105 acres outside of Walden, Colorado. Better late than never. The Rockies are snow-capped, skies are blue, white clouds, wildlife galore, and people wave as they pass by. Oh yes, the trout are smart and taste great!

P.O. Box 425  
Walden, CO 80480

I've got 5 bedrooms, 2 1/2 baths and a post & beam strawbale home. Walls=R43! Just an update for my UAL friends and an invitation for a visit.

Discovered in the last issue that my friend of 38 years, Blaine Gorman, passed away. I wish I knew more details of his early history - but I wouldn't feel right if I didn't take a moment to express some thoughts, memories and feelings about our friendship. We flew DC-6s, DC-8s, 727s & DC10s together out of SFO. I could fill up pages relating flights, jokes, advice, flying tips, personal experiences and so many good times. His friendship, great sense of humor, and good nature will not be forgotten.

It's going by like a freight train and I'm going to enjoy it - I wish you all the same.

Bring your fishing pole & stories, *Bob Sinclair*

## CLEVE SPRING

It's been two years since my last letter and two years since I had Brachytherapy (radioactive seed implants) for my prostate cancer. It was actually on September 11, an easy date to remember. It was an outpatient procedure at the local hospital that took five hours from the time I walked through the door and walked out. Very simple!

My cancer was detected very early because of a seven year VA study in which I was involved. I had finished the study and was required to have a biopsy at its completion. They had never detected anything with the "finger wave" and my PSA was 3.8 at that time. My last visit to the doctor showed my PSA at 0.3 and I have had no side effects.

Rose and I, along with several friends and members, traveled to New Zealand for the Air New Zealand Golf Tournament, which was held in Queens-town Oct. 2002, Sacramento last year and are heading for Australia's Gold Coast for the event next month. I still don't golf, but really enjoy the company of the Kiwis and Aussies. They are great people. And the "Gliding Geezers" are still going to Honolulu every other month to soar.

I just got back from a trip to the UK where Bruce McLeod and I put about 2,300 miles on his car in eight days. We pretty much covered the country with visits to air museum and many other sites. The weather was great and rode first class all the

way. Did have to go through ORD to SFO on the way home. Some of the standbys had been in London for three days and were still there when I left. Seniority is Great!

Cheers, *Cleve*

## WALT WARNER

Dear Cleve, I sincerely apologize for the tardiness of this epistle. I have been ill this past year and have not written much. Finally recovered sufficiently to write this. Things have been rather dull but my son, grandson and I took a trip on SW Airlines to Alaska a couple of weeks ago. We went to Julesberg, Hobard(?) Glacier, and Mt. Rushmore. It was a great trip many of you guys should partake of. SWA let us take pictures of Hobard Glacier, Porta Sieko, Juneau, and Mt. Rushmore. Had a chance to get off and visit at the three stops, so did some shopping.

Outside of the above, have not done much sight-seeing, although did attend a couple of BBQs here in Cabrillo by the Airport Group and the Garden Club, to which I belong. These events lightened my day. Also visited some friends in Mariposa a couple of times and of course John Campbell whom I visit regularly, as well as Bob Jensen & Keith & Kay Mariposa(?) up in Mariposa a few times.

Hope all is well with Russ Cottle & Hugh Heldt(?) as well as the rest of your kind folks who have established the great *RUPANEWS*.

Sure miss the viewpoints ad-writings of Steve-you all do a great job & thanks.

P.S. Hope to do a better job on my next birthday.

*Walt Warner*





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## FRIENDS FOR LAURIE ARGUELLO (Capt. Al Haynes' daughter)

UPDATE - Fantastic News!! Our family would like to let everyone know how grateful we are for all of your support. When we found out back in November that Laurie would need to have a life saving bone marrow transplant that would cost upwards of \$300,000.00 we went to work on asking for help. Our family went to the National Foundation for Transplants for help and they worked with us to set up a non-profit fundraising campaign to help defray the costs that the insurance would not cover. Laurie's insurance was only going to cover about \$100,000.00 for cost of the transplant and related medical expenses. That left close to \$200,000.00 that we were short before she would be considered for the transplant.

The first thing they had us do was to set up a committee of friends and relatives to be involved in fundraising events and gave us tools and ideas to get started. The National Foundation for Transplants linked Laurie to their website so she would be able to receive on line donations.

The first fundraising idea to get us started was the "Solicitation Letter Campaign". The committee was to send letters explaining what we were doing and why we needed the money. The committee had our first meeting the week of Thanksgiving 2003 and had our 2nd meeting 2 weeks later. By then the NFT had sent us the supplies and resources that we needed to get started. We have somewhere between 25 and 35 volunteers that have been at every meeting. We sat down and mailed hundreds of letters to everyone we could think of. Then we hit the Internet and emailed to everyone who we had an email address for.

The Monday after Laurie's name appeared on the NFT website, we called to see if there were any donations because we wanted to purchase some additional fundraising items. We were told that by 9:30 that morning we had 2 donations so far totaling about \$175.00. At 3:00 that afternoon, we received a call from the NFT that we were given misinformation that morning and that we actually had already had over \$12,000.00 raised in the first week that our letters had gone out.

It seemed everyone that received an email or letter passed it on to everyone they could think of as well. Some of these emails and letters made it to the media and they found that Laurie's father is Captain Al Haynes, the pilot who helped attempt to land a DC10 in Sioux City, IA 15 years ago and had contributed in saving many lives. The media started interviewing Laurie and Al. During this process, the Washington State Insurance Commission saw one of the interviews and decided that they would review the insurance that Laurie was covered by. What they found was that her insurance company was not up to standards and in March 2004 declared that her insurance company would cover \$250,000.00 of all transplant related costs beginning on April 1, 2004.

In the mean time, with all of your support and prayers we have raised more than enough to cover the cost for Laurie's transplant and related costs at this time.

Laurie had her transplant on April 15th. It took 6 ½ hours to transfuse and she had little difficulties. There were about 4 days where she didn't feel well but was able to go home from the hospital 19 days later. Her counts are normal at this time she and her and her family are doing well.

Our family would once again like to thank all of you for everything. We have been overwhelmed at the outpouring of love and support from everyone. We have had over 6000 donations as of March 15. If you would still like to make a donation, please go to [www.transplants.org](http://www.transplants.org) and choose another donor recipient, as they need help as well.

We also want to give the media a special thank you for their sensitivity in how the interviews were all handled.

A very big thank you to all the volunteers who donated their valuable time into making this fundraiser a success, because without them, we would still be mailing envelopes!

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**BILL WELLBORN**

Ted, Birth month is here again. They seem to be coming more often. Haven't done a lot this year, some sailing, some kayaking, lots of biking, some motorcycle riding and some travel in the motorhome. Bought a recumbent bike this year and highly recommend them. They probably wouldn't work to well on hilly rough terrain but I live in flat country with good bike paths and routinely do 20+ miles without the crotch numbness I get with my mountain bike. Sarah and I remain in good health and are enjoying retirement. So far the checks keep coming, hope it remains that way. Our 50th anniversary is next year and we are trying to work up something spectacular. Note new E mail address.

*Bill*

**WILLIAM E. WIELAND**

Dear Ted, My husband Bill Wieland, retired LAX, has been going through a variety of medical problems that began last September, 2003.

I am sending via mail his dues for last year and thank you so much for continuing his monthly bulletin. He has recovered from esophageal cancer surgery and sessions of chemotherapy and radiation therapy and most recently gamma knife radiation surgery.

Thank you for your patience. I hope to write next time about a wonderful trip that we have enjoyed.

*Beth and Bill Wieland*

**NORMAN E. WITT, SR.**

Ham Radio Callsign: WI6TT;

My 77th was on May 2. My longest trip this year was to my home town of Syracuse, NE (population about 1500; was 980 in 1940) for the German Festival. On my return trip from OMA to DEN, I was surprised to be flying on a B737 with an all female crew! I returned again over Memorial Day weekend for my 60th High School reunion and a special reunion of World War II Veterans. The American Legion and Veterans of Foreign Wars fed about 400 Veterans and their families. On Memorial Day, a KC135 flew over the cemetery, which was surrounded by 226 U.S. Flags--one for each Veteran, who is buried there. The oldest buried there fought in the Civil War.

My grandson, age 21, who is in the Marine Reserve missed the invasion of Baghdad by two weeks because of a delay at the Artillery School, Ft. Sill, OK.

I was in the Navy during WWII and in the Air Force during the Korean War and flew with recalled reservists in the B-29. My best friend was

shot down on his first mission and taken prisoner but never accounted for the at the Panmunjom prisoner exchange circa 1954. His brother was killed about the same time.

Many of us felt the Korean War was a big mistake. At B-29 Combat Crew Training, Randolph AFB, Texas, in 1951, a number of the recalled Bombardiers refused to fly, stating that flying had always been voluntary. Many were at Randolph Field when I arrived and they were still there when I left. Eventually they were discharged at Scott AFB, IL. Many of the involuntary recalled crewmembers were sympathetic that the Bombardiers took a stand against the war but most feared a Court Martial.

The Viet Nam war was worse. We are now in a war that was a big mistake. I am retired from the USAF, and am still subject to military discipline. I admire those patriots who have taken a stand against the war in Iraq. I am a past president of the Palos Verdes Republican Club, but the future of my country comes first. A patriot is one who places his country first and doesn't let his political affiliation affect his good judgment. *Norm*

**LARRY D. WRIGHT**

Hi to all fellow retirees,

Between my pacemaker and the medicine, this has been a pretty good year. Marillyn and I celebrated our 50th wedding anniversary last month. What a great partner I have. I could write a book on what a loving, kind, helpful person she is. Anyway, I am truly fortunate and blessed. Our four "children" planned a big reception for us (since last November) and invited many friends there. Our oldest son, who is a minister at a large non-denominational church in Tigard, Oregon, officiated as we re-said our vows to each other. Our second son sang a beautiful song, "I'll Be Here" by Steven Curtis Chapman and our third son and daughter read statements that Marillyn and I wrote to each other. All of our ten grandchildren were there also. What a wonderful family that I am so blessed to be a part of. God has truly been the reason for it.

Because of my illness we have not been able to do much traveling but now that I'm doing better, traveling is back on the calendar.

I would like to say thanks for all the hard work that the leaders of RUPA, the folders and stuffers and others continue to do. All of us retirees are fortunate to have such an organization as we have to stay in touch as well as reap the benefits that we have. My check to Cleve is in the mail.

God bless. *Larry*

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## AND FOR YOUR DOG...

By Dr. David Williams

A new product called DGP (Dog-Gone Pain), has become a very effective tool in the treatment of pain, inflammation, and arthritis in animals, particularly dogs.

Unlike cats, dogs seem to be particularly prone to joint problems. Arthritis, joint instability, hip dysplasia, spondylosis (bridging or fusing of the spinal vertebra), and inflammation are just some of the joint problems commonly found in dogs. I have yet to see any supplement or medicine—other than DGP—that can help such problems.

### Healing Herbs

DGP contains a variety of herbs, native Australian plant extracts, and an organically processed form of shark cartilage. In addition to anti-inflammatory components, it contains enzymes and raw materials necessary for the repair and growth of cartilage and connective tissue:

- Wild rose 11 a (*Hibiscus sabdariffa*)
- Aniseed myrtle (*Backhousia anisata*)
- Mountain pepper (*Tasmannia lanceolata*)
- Feverfew (*Tanacetum parthenium*)
- Celery seed (*Apium graveolens*)
- Boswellia (*Boswellia serrata*)
- Shark cartilage (the only shark cartilage produced without the use of toxic solvents)
- Bromelain (*Ananas comosus*)
- Papain (*Carica papaya*)
- Corydalia root (*Corydalis turtschaninovif*)
- Cayenne (*Capsicum frutescens*)
- Wheat grass (*Triticum aestivum*)
- Turmeric (*Curcuma longa*)

In the DGP tests in Australia, I found that racing greyhounds were able to race and function longer than normal. They experienced far fewer fractures than usual, and any fractures that occurred healed more rapidly. Older, retired racing dogs were often able to return to the track, or at least carry on a normal life after racing. "Cow dogs" previously deemed crippled were able to resume their work activities without any obvious signs of pain, inflammation, or joint discomfort. The same held true for specialty dogs such as those trained for police and military duties. DGP can be a godsend in situations like these, because thousands of dollars are spent selecting and training these animals. This is one product that could help alleviate the suffering of millions of animals.

### Canine Fountain of Youth?

Based on my experience with DGP, as well as that of others who have had the opportunity to use it, it appears to work rather quickly. It's not uncommon to see changes in dogs within one to two weeks, if not sooner. The changes can be quite dramatic. Not only do the dogs become more active, but one of the most common observations from owners is that their dogs appear happier. Obviously, this is a subjective observation, but it's not unusual for owners to say that their dogs have started to act like puppies again; their whole disposition changes. It shouldn't come as any surprise that millions of dogs could be helped with DGP. It's natural, safe, effective, and affordable. Many of the dogs given DGP for these studies had deteriorated to the point that their owners were considering putting them to sleep. I saw a videotape of one such dog in New Zealand—a young puppy that had lost the ability to stand. It was diagnosed as having hip dysplasia. Within a week of taking DGP, the puppy was up and running about without any evidence of pain or problems.

### Where to Find DGP

If you are a veterinarian, you would be doing dog owners a huge favor by spreading the word about DGP. If you're a dog owner, you can get the product here in the U.S.. DGP is distributed by *American BioSciences* and sold through The Harmony Company, P.O. Box 93, Northvale NJ 07647, 800-422-5518. (For international orders, call 203-261-2034.) Each bottle contains 60 tablets, which is a two-month supply for small dogs (those under 30 pounds), and a one-month supply for larger canines. The cost is \$39.95 per bottle, but if you identify yourself as an *Alternatives* subscriber, you'll receive a 15-percent discount.

Though generally DGP helps reduce pain quickly, the process of rebuilding cartilage in joints takes time. As a result, DGP is something that needs to be taken on a continuous basis. Tests have shown that if DGP is stopped, the pain, inflammation, and other arthritic symptoms begin to return rather quickly, usually anywhere from within a week to ten days. I have noticed that the longer and more regularly a dog is given DGP, the longer the residual effect seems to be. But for all practical purposes, DGP should become a regular part of a dog's daily regimen.

# IN MEMORIAM

## PAT BOLING

Marion Livingston "Pat" Boling died Wednesday, July 21, at the age of 89, at his home in Templeton, CA. He was surrounded by his wife, his two daughters, his two sons, his oldest grandchild and his youngest, as well as one of his sons-in-law and one of his daughters-in-law. He died peacefully and with great dignity, as all who were present agreed it was both a most beautiful and sad experience, thanks to a room filled with more love than the walls could contain.

Peace and dignity were characteristics of his last few years, as he faced the decline of his health with a calmness and kindness that was admirable, considering he was still active into his early 80's, and had lived such a resounding life.

His determination to live in full may have been formed by his hardscrabble roots. Born in Eddy, Oklahoma on an Indian Reservation, where his father was a preacher, his mother moved the family to Los Angeles after Pat's father and sister drowned in the North Platte River, as his father was attempting to save her. Like so many who migrated West in that era, the family truly had to start from scratch. Pat contributed by caddying at Lakeside Golf Club for the likes of Gary Cooper and Oliver Hardy.

Upon graduating from North Hollywood High in 1932, he joined the Navy and learned to fly. He married his first wife while based in Pearl Harbor, and was consequently released from his Naval duties in 1941 just days before the attack. He then spent the war transporting troops before settling into his commercial airline career.

In 1958 he put his career on hold to pursue his dream of setting a trans-Pacific flight record, which he successfully realized by flying from Manila, Philippines, to Pendleton, Oregon in a single-engined Beechcraft "Bonanza" over a span of 45 hours and 42 minutes, covering 6,979 miles, which bested the previous record by roughly 2,000 miles. He landed on August 1, safely reunited with his second wife, Joyce, and their three children, Kevin, Keri, and Jillian, and for a time was dubbed the "Lindbergh of the Pacific".

His career with United continued, based in San Francisco, and was marked by many inaugural flights, appearances in media campaigns, and his position of Chief Pilot for the 747. He retired in 1976, joined by his third wife, Sarah, and their son, Sean. He enjoyed a lengthy retirement, which included a lot of traveling, spending time with his children and grandchildren, and building a home on his ranch overlooking the Pacific along the rural coastline between Half Moon Bay and Santa Cruz. He and Sarah moved to Templeton last year to cut down on the chores, and to be near their granddaughter.

He will always be near to all of us who were touched by his life. -*Sean Boling*

## RAPHAEL C. "Ray" COURTNEY

I just got word that Ray Courtney passed away August 8 after a long bout with cancer.

I first met Ray in September of 1946 when we were in the same new hire class at DENTK. We were one number apart in seniority (Ray was senior) and our careers paralleled. We attended many schools together. To me, Ray was the brother I never had and I to him. He was the epitome of a gentleman and a scholar.

We will miss him. *Bris Pitts*

Raphael (Ray) C. Courtney, 84, of Sun Lakes died August 8 after a long and valiant battle with non-Hodgkin's lymphoma. He was strong in heart and mind until the end Ray was born in Elkhart, Indiana. He served proudly in the Army Air Corps He was in the China-Burma-India theater from December, 1942 to February, 1944 and was awarded 2 Distinguished Flying Crosses for his service. After leaving the Air Corps he became a pilot for United Airlines. He retired from UAL in 1980 as a DC-10 Captain after 33 plus years. In retirement he became a builder of experimental aircraft, building a Steen Skybolt and a Flybaby in his hangar on his airport at Rimrock. He served in the Civil Air Patrol and was an active volunteer in the Yavapai Sheriff's Posse and also in the Sun Lakes Posse. He and his wife, Lucille, were avid square dancers and were active as participants and officers in various

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local clubs. Ray was a great volunteer and was ready to serve wherever he was needed. Ray was member of the Episcopal Church of Reconciliation of Sun Lakes. Ray was our loving husband, father, and grandfather. He is survived by the love of his life, Lucille, 2 daughters Jan and Sue and Sue's husband Bob, 2 step-daughters. Sherry and Laurie and Laurie's husband Tony and their son. Tanner; 2 grandsons, Jason and Ray. In lieu of flowers, donations in Ray's memory can be made to the CBI Hump Pilots Association, 720 S. Tyier St. Suite B 132, Amarillo, Tx. 79101

Ray's love and thanks to his many friends.

### **RICHARD P. "DICK" FREGULIA (1906-2004)**

Captain Richard P. "Dick" Fregulia passed away peacefully August 6 in Palo Alto, CA, after a brief hospitalization for an infection of the bile duct. He was 98 years old.

Dick started with "United" in April of 1931, when it was still Boeing Air Transport. Along with flying airmail and teaching at several air schools at the Oakland Airport, Dick gained an early reputation on the barnstorming circuit as "Livermore's Flying Cowboy." Soon after United's inception, Dick received a call from another pioneer, Walt Adams, to come to Chicago for an interview. That led to Dick starting on the Omaha-Cheyenne run. He stayed for 35 years, flying Ford tri-motors, Boeing 247's, DC-3's, 4's, 6's, 7's, and a few Boeing 720's before retiring in 1966. He was based in San Francisco for most of his career.

His younger brother Charles, whom Dick taught to fly, also flew for United before being furloughed in the late 1930's. Charles ended up with a long career at Western Air Lines, eventually retiring as Western's chief pilot.

Born in January, 1906, on Russian Hill in San Francisco, Dick lived through the San Francisco earthquake being cradled in his mother's arms as the earth shook and the sky burned. The family, who had operated a successful produce business at Jackson and Hyde, lost everything. They relocated to a family ranch in the Livermore Valley, where Dick spent his formative years riding horses, milking cows, and working the land. It was from out of the sky, though, that his good look dropped.

Dick and one of his friends were venturing around the Livermore valley one day when they noticed a World War I Jenny bi-plane heading for trouble, eventually crash landing in a small nearby lake. The pilot survived, and as he dragged himself out of the mud offered to sell the remains of the plane to Dick and his friend. They scraped together the money and went to work restoring it. Dick drew the straw for the first solo flight, and he managed to lift off, circle, and land safely. That was the beginning of a long career in aviation.

After earning both his flying and air-mechanics certificates, Dick began taking people on sightseeing flights above the East Bay at \$5 a crack. Soon he became a flight instructor at the Oakland Airport. It was there that he started competing in air shows, excelling in "dead stick landings", which basically involved maneuvering a helicopter-like landing of a bi-plane on a dime, preferably with the engine off and the propeller frozen in a vertical position.

In 1935, while flying a Boeing 247 over the Rockies one stormy night, he was visited in the cockpit by a young stewardess he had been dating. The timing seemed right, so he proposed marriage. Dick and Stella were married soon afterwards and remained together until her passing in 2000.

World War II saw Dick flying C-54's in the Pacific airlift, starting a family, and buying a home in Palo Alto. He and Stella began planning their dream home, a beautiful 2-story colonial Cape Cod they would build on a large nearby lot. Soon Dick was spending all his non-flying time digging foundations, pouring cement, framing, roofing, wiring, and plumbing the new house. His proudest achievement was designing and building a grand circular staircase in the entry foyer.

He continued to build for the rest of his life, always anxious to engineer remodeling projects with his adult children. He even rode out the 1989 earthquake while shingling on the roof of his son Paul's house. After retiring from United, he obtained his real estate license and sold homes in the Palo Alto area through the late 1970's.

Dick's final years were spent at the assisted living facility at Woodside Terrace in Redwood City. He found great support in the community there and was fondly remembered for his strong attitude, his love of dancing, and his full head of wavy white hair.

He is survived by two sons, Richard, Jr. of Mill Valley and Paul of Woodside, a daughter Gail Stepp now residing in Texas, and a healthy variety of grandchildren and great grandchildren. A Memorial celebration of his life was held Friday, August 20, at noon at Skylawn Memorial Park on Skyline Drive above Half Moon Bay. Donations in his name may be sent to the Hiller Museum of Aviation in San Carlos, CA

### **EDWARD NIBUR**

Ed Nibur finally ran out of fuel at age 94. Made a perfect 3 point landing, peacefully and painlessly, Aug 12, 2004. The lack of fanfare with which Ed left us is exactly the way he lived his life.



Ed soloed on a Jenny in May, 1928, and earned his commercial license number 3693 four months later. He bought a New Standard, and was in business for himself at age 19. He flew in the Gates Air Circus and the Empire Air Circus, then barnstormed the East and Midwest for about 4 years. On one particular day he has a record I don't think any of us can match - 668 passengers, 4 at a time. That's 167 sorties. The passengers, most of whom had never been in an airplane before, loved the trip around the pattern, with a few wifferrills on downwind.

Ed operated an airport in Reading, PA from 1934-1940. He was so successful that he talked the city into building a new and bigger airport, and selected the site of what today is Reading Aviation. He expected to be the FBO, but politics took over and in the end he created his own demise.

That's when he joined United, with approximately 10,000 hours and a brand new instrument rating. He flew the DC-3, 4, 6, 7, 8 and the B-720 and retired in Nov, 1969. He flew the first flight LAX direct Havana in June 1969 with a pistol to his head, the longest hijacking in UAL's history at the time. The worst part of that was that when he flew back to Miami, U.S. customs took away his Cuban cigar! Got back just in time to fly to Phoenix and attend my graduation from Air Force Pilot Training and pin on my wings. Bad part was that he upstaged Chapie James, the first Black General in the

Air Force, who was our graduation speaker since his son Dan was in my class. It seems that everyone was more interested in hearing dad tell of his hijacking than hear about Chapie's exploits in Vietnam.

Ed had a wonderful career when aviation was an honorable and respected profession. Thankfully he didn't quite understand the unraveling our industry is experiencing now - I think it would have been hard on him. So take your favorite beverage (Ed preferred Vodka) face west, and give Ed a salute. He'll like that. Thanks.

*Paul Nibur, UAL 1978-2004*

### **VIRGINIA SCHWAB**

My wife, Virginia, passed away in July after a prolonged illness. Fifty plus years of marriage and it's very quiet around here.

I was the primary caregiver for a year and now it seems as though there is nothing to do except try and pick up the pieces. The let down from intense activity is almost as bad as the loss. She wanted to stay at home as long as possible and I at least accomplished that.

Life is tough. *Bob Schwab*

### **IRVIN F. SMITH**

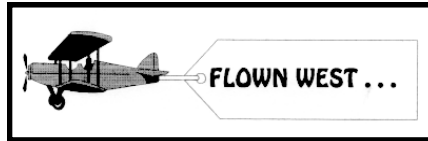
Irvin F. Smith 81, a 40-year resident of West Chicago, died July 22, 2004, at his home. He was born March 18, 1923, in Chicago, where he was also raised.

Irvin served in the Army Air Corps during World War II as a B-17 pilot based in England. He flew many missions over Europe during the war. He flew for United Airlines for 31 years until his retirement in 1983. He loved fishing and growing tomatoes in his garden.

He is survived by his wife, Jacqueline, of 57 years.

Funeral services and interment were private.

Contributions in his memory may be made to VNA Hospice of Fox Valley, 1245 Corporate Blvd., Filth floor, Aurora, IL 60504.



<b>WILLIAM B. LINTS</b>	<b>5/2/2004</b>
<b>CLEM A. ELLINGTON</b>	<b>5/6/2004</b>
<b>JAMES E. LAUBAUGH</b>	<b>5/7/2004</b>
<b>PAUL O. OLSEN*</b>	<b>6/9/2004</b>
<b>JOSEPH B. SMALL</b>	<b>6/14/2004</b>
<b>ROMAINE S. KNAPP</b>	<b>6/24/2004</b>
<b>RALPH O. STEWART</b>	<b>6/30/2004</b>
<b>PAT BOLING</b>	<b>7/21/2004</b>
<b>IRVIN F. SMITH</b>	<b>7/22/2004</b>
<b>RICHARD P. FREGULIA</b>	<b>8/6/2004</b>
<b>THOMAS BOWEN*</b>	<b>8/7/2004</b>
<b>DAVID G. MAXWELL</b>	<b>8/7/2004</b>
<b>RAPHAEL C. "Ray" COURTNEY</b>	<b>8/8/2004</b>
<b>WILLIAM L. EBLEN</b>	<b>8/11/2004</b>
<b>EDWARD NIBUR</b>	<b>8/13/2004</b>

\* *Indicates Non-Member*



### HIGH FLIGHT

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

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

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

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

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

### Quarterly Scheduled Lunches

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

### Semi-Annually Scheduled Lunches

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

Deadline: September 22, 2004

Mailing: October 6, 2004

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**PERIODICALS**

### **RUPANEWS**

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