



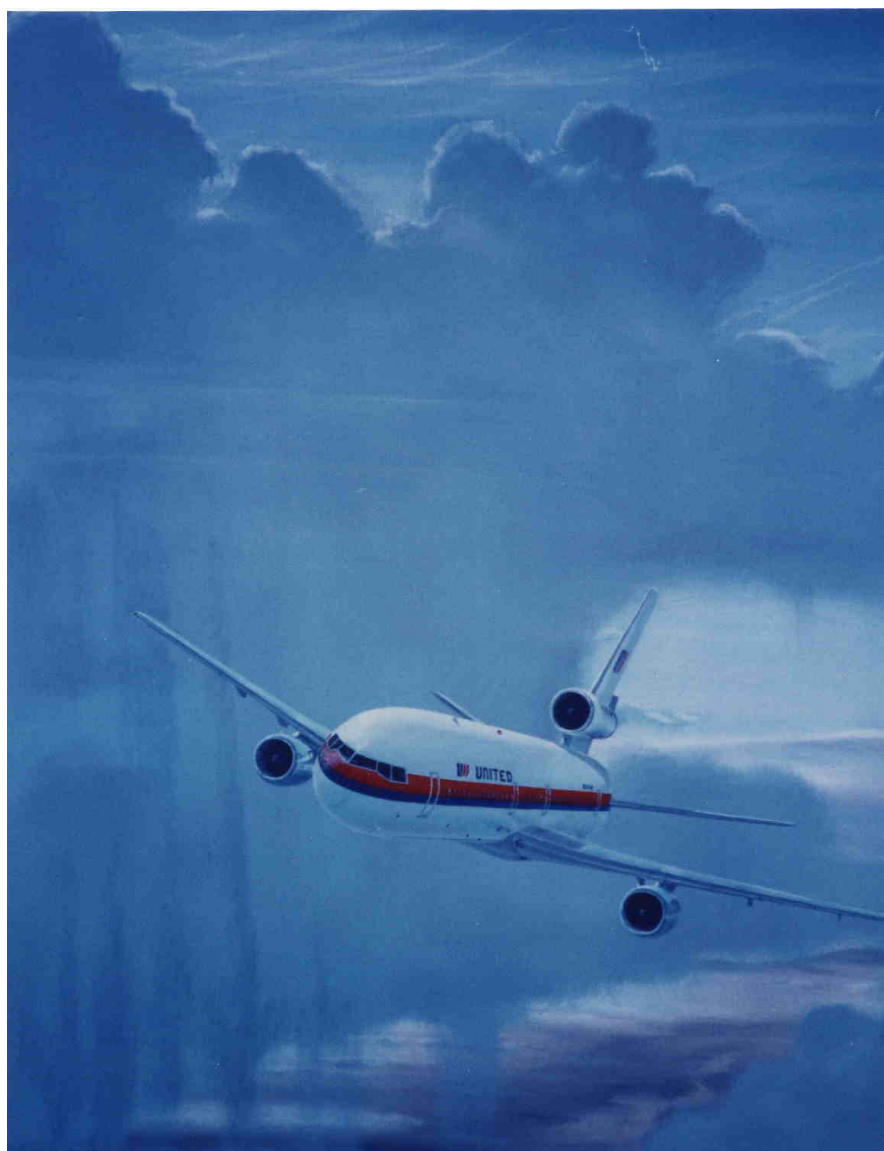
RUPANEWS

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IN THIS ISSUE

President's Message	3
About The Cover	13
Notices	3-15
Letters	16-36
In Memoriam	36-38
Calendar	40

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PRESIDENT'S MESSAGE

Fellow RUPArians, with the specter of the termination of our pensions before us, there is little we can do but wait for the outcome. I'm not sure that even the Company knows what the schedule is. United has stated in court that they intend to seek termination of the pension plans and have replacement plans for current employees in place by mid-January. For that to take place, the current plans would have to be terminated at the end of October. Since this is being written on the 18th of October, I would suspect you would have the bad news before you receive this issue. In order for you to have the latest and most up-to-date information on pension matters, we have opened access to our website, www.rupa.org, to Doug Wilsman where he will update the information as necessary. Click on the News tab to the right side of the page and look for the box "Termination News".

My wife and I enjoyed the cruise to Alaska along with about 120 other members of RUPA. The weather wasn't the greatest but we managed to keep dry and enjoy the ship and fellowship of the other passengers. The scenery was spectacular, but that was to be expected, after all it was Alaska. A survey was taken on-board amongst our group to determine interest in a cruise of the Baltic with a two-day stop at St. Petersburg, Russia. This will be the first time we have tried a cruise to Europe. I do not expect a large number of members to participate due to the cost and uncertainties with United. However, life must go on and I, for one, intend to enjoy whatever I have left of it. I understand the Hermitage Museum and the Winter Palace in St. Petersburg alone are worth the trip. I hope a number of you will consider participating. Please check the following pages for further details.

There is still time to make your reservations for the Second Annual SFO Area RUPA Holiday Party. This will be a Holiday Dinner Dance for the benefit of the Toy for Tots program. We had a large turnout last year and I would hope to see an even larger turnout this year. Check further back in this issue for all the details.

I have included a list of names that have been submitted for the RUPA Wall of Honor as of 09/07/2004. The museum has hired an outside contractor to collect the registration forms and make up the lists for engraving. It appears some of our honorees are not included on our list. If you have given to the museum, please check the list to see if your name and others you have honored are on the list. Contact me to make any correction to the list. A second mailing has been sent out from the museum. You still have time to submit your name and honor others of United Airlines who may have guided you through your career.

It's getting to be that time of year when Cleve starts to prepare the annual directory for publication. Take a moment to look at your copy and make sure your information is correct. While you are at it, think back to when you last had a letter published in the *RUPANEWS*. You all tell us how much you enjoy reading the letters and how it's one way we all stay connected. Others would like to hear from you too, and you don't have to wait for your birthday to write.

Fraternally, *Rich*

RETIRED UNITED PILOTS' FOUNDATION

Oct. 15, 2004

Ted Bochniarz, Treasurer

Dear Ted:

This is my annual report of the "Foundation's" well being. There are signs that the awareness of the membership has had a positive effect. The active pilots' contributions have somewhat stabilized, but at a rate not even 20% of their former donations. The retired pilots have made an effort to help, and their contributions have been increasing.

Ted

DANA POINT LUNCHEON

Ted, *Wind and Sea Restaurant*, Dana Point Harbor, October 19, 2004

For a very rainy day in the Harbor the group made a masterful decision and headed for the bar. No wet deck for them. Tables were set in the bar area and the group enjoyed the lunch high and dry. Save the deck and umbrellas for another day!

Present were Carlos Bernhard, Walt Bohl, Bob Brockmeier, John Callahn, Bruce Dunkle, Bob Fuhrmann, John Grant, Pete Hansen, Rick Hoefler, Jerry Myer, Bill Meyer, Bill Rollins, Ted Simmmons, Bill Stewart, Jim Stowell, Tony Testa, Joe Udovch and Jack Moody

Good to see Jack Moody again. Jack's retirement date shows as March of 81. He and his wife enjoy the sailing from their snug berth in Dana Point Harbor.

Back in early 80s it was a far different world at UAL when he retired. Jack even named his boat 'Friendly Seas'. Hell it was a different airline for all of us retirees.

Quick take on the Pension shows that if you're 71+ you will get your full Pension, from the PBGC... the rest of us take a 'Hit'.

Walt Bohl brought the group two booklets for each of us from the past of McDonnell Douglas. One was the 1st 75 Years. Of interest was on page 94 which showed an artist concept of a "Blended Wing-Body" Transport. This High-Speed High-Capacity Transport was projected for 2015. This would be a 800 psgr. aircraft. Still time for this to Fly? Much 'talk' at the end of the book of (HSCT) High Speed Civil Transport by the year 2010.

Rick Hoefler gave a few of us a take on the Life in Russia from his recent trip. Far different from our world... Much different then the world power that we were led to believe. Even when they went to try to send out postcards they were told don't bother they won't get out.

Walt brought up the old "Imperial Terminal". The original Los Angeles Terminal, is now open as a museum. Hours are 10:00-16:00 Tuesday, Thursday and the first Saturday of each month. Some great exhibits, including the building.

Next meeting: Tuesday Nov 15

Regards, *TED*

**Mark Your Calendars Now
For the RUPA Convention
In Washington D.C.**

October 13 through October 17, 2005

**Be there for the unveiling of the
RUPA Panel at the new
Smithsonian Udvar-Hazy Museum**

United Airlines Historical Foundation

Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos
7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537

WASHINGTON AREA RUPA, EDDIE O'DONNELL LUNCHEON

October 20, 2004. Today was cloudy with drizzle and a cool NE breeze, just the right conditions for a warm gathering of friends and comrades as the Washington area pilots gathered for their quarterly luncheon, joined today by the spouses and the widows of our former colleagues. Herb Pettit presided over today's event as our illustrious leader E.K. and his bride Betty were taking a leisurely tour of our great country. Herb did a commendable job, unfortunately he felt compelled to carry on the tradition of our illustrious leader by offering a couple of tales of humor. Actually, compared to the past, these were an improvement.....barely. As is customary Herb led us in a moment of silence while remembering those who have preceded us in the Flight West. In particular, we thought of those departed since we last met, Bill Eblen, Thomas Bowen, Elizabeth Hoffmaster (wife of Bill Hoffmaster, deceased), Bob Baughman, Norm McNeil, and Phil Bennett.

October is traditionally the month we have a representative from the local Dulles Flight Office to bring us up to date on our domicile and our company. We were very pleased that Capt. Walt Clark, Chief Pilot IADFO was able to speak to us today. Accompanying Capt. Clark was Capt. Bill McCoombs, Assistant Chief Pilot. Capt. Clark spoke briefly about the pension plan expressing his personal view that the plan as we know it was not likely to survive, but was not qualified to predict what would eventually happen to the plan. Then Capt. Clark turned to United and the airline industry as a whole. He explained quite vividly how much the current escalation in the cost of fuel on the one hand and the inability of the airlines to charge a reasonable fee for tickets on the other has placed United and the other "legacy" airlines into a desperate situation. But Capt. Clark was also optimistic about United's future and gave several examples to illustrate his belief that what is happening at United will in the long run make it more able to survive. After Capt. Clark's presentation there was a question and answer period of almost an hour with questions to both Capt. Clark and McCoombs. We sincerely thank these gentlemen for taking the time out of their busy schedule and helping us stay more up to date with our airline.

Next followed one of the more popular events of our luncheon, the drawing for two fine examples of Virginia varietals picked out by our own Jack Evans. The Golden Vessel of Uncertain Heritage from which we usually draw the tickets was strangely missing, perhaps it will reappear when our leader returns, and so another container was improvised. The substitute vessel was in fact a hat belonging to Hank McBride and we were all glad to see Hank as he had recently been in a very serious automobile accident. Welcome back Hank. The two winners were Bill Carrigg and Ray Best. Just before adjourning, Bud Ruddy pointed out that the next RUPA convention occurring next October will be here in Washington and that E.K. needs names of those who will work as volunteers for that event. We all adjourned to face the afternoon traffic in the drizzle.

Our thanks to Herb for filling in for E.K., Jerry Goble and Gil Coshland who took phone reservations, Jack Evans for taking the email reservations and Gary Cook who handled the mailing out of luncheon notices. Theresa Ruddy for the beautiful flower arrangements for each table. Thanks to Hal Cockerill and Earl Jackson who handled the check-in and money collecting chores. Herb Pettit for coordinating the luncheon with Capt. Clark and McCoombs, as well as coordinating the reservations with the *Westwood Country Club*. Thanks to Fred Streb for sponsoring our group at the club.

There were 62 in attendance: Capt. Walt Clark, Capt. Bill McCoombs, Jon Beckett, Nanette and Bob Bell, Ray Best, Lee Boyd, Al Buff, Bill Carrigg and Joyce Lopez, Tom Coffey, Linda and Gary Cook, Amy and Gene Couvillion, Hal Cockerill, Ed Crowther, Julie and Paul Davis, Vince DiFelice, Peggy and Ed Duffy, George Elliott, Roy Ellis, Jack Evans, Jim Foster, Dennis Getman, Mary Ann and Jerry Goeble, Klara and Dale Grigg, Jack Grooms, Ellen and Larry Grube, Earl Jackson, Dave Malone, Hank McBride, Frank McKenzie, Delores and Ed Miller, Edna and Bill Nolan, Barbara and Ward O'Brien, Ralph Pasley, Laura and Herb Pettit, Teresa and Bud Ruddy, Bernie Schwartzman, Cathy and Jack Sodergren, Helen and Sim Stidham, Fred Streb, Wade Weeks, first timers Gwynn and Marlin Wiita and Powell Williams.

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

Our luncheons are quarterly, the 3rd Wednesday of Jan., Apr., July and Oct., at the *Westwood Country Club*, 800 Maple Ave., East, Vienna, VA 22180. We invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon will be on Jan. 19th. Happy Holidays everyone. *Larry Grube*

WALL OF HONOR HONOREE LIST

The Smithsonian Museum has had some difficulty keeping track of the names submitted for the RUPA Wall of Honor. I would like you to review the following list of names to see if all the pilots you have submitted for this honor are included as of 09/07/2004. If your name is missing or one you submitted, please contact me to have it added. Richard C. Bouska, (925) 443-4339 or rbouska1@comcast.net

Louis F. Abel	J. R. Boston	Dale Samuel Cramb	Sam E. Eubanks	John H. Hager
Gerald G. Ackerson	Leon L. Bourgeois	William Burritt Crandall	Fred P. Euler	Thomas M. Hallam
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Robert Brooke Aldridge	Lucian Barnett Boyd	Joel Crouch	Joseph V. Fabbo	H. David Harris
Jaime P. Alexander	Donald O. Boyd	Norbert P. Cudnowski	Paul J. Farley	James H. Harrison
James Bruce Alexander	James N. Boyer	Louis E. Da Harb	Rod Farley	Richard T. Hartzler
James R. Allen	Richare L. Boyer	James H. Dahlquist	Dennis D. Fendelander	George F. Haslett
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Park Oliver Ames	William R. Brand	Gene G. Dankenbring	Paul E. Ferguson	William L. Bill Hays
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Samuel G. Anderson	Jack Howell Brown	Terence R. Davies	Francisco H. Figueroa	John W. Hill
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Edward B. Arntsen	Richard A. Burke	Thomas C. Delashmutt	Ambrose L. Flocken	Russell T. Holloway
Howard A. Aronson	Robert Lee Burns	Charles C. Dent	James A. Foster	D. K. Deke Holman
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Emmett D. Aucutt	William J. Callahan	Ralph I. Dillon	David A. Frailey	John G. Hornbaker
John L. Baczynski	Harold F. Campbell	Kevin L. Dillon	Lee Francis	Pat Houck
Joe G. Bailey	Jerry J. Campbell	Robert A. Dillon	W. J. Frank	George W. Howell
LeRoy R. Bair	Geroge G. Campbell	Lionel Barry Dixon	Lary E. Freeman	Paul F. Hubbert
Rex R. Bales	R. Laurent Cannon	John Randall Donahue	Raymond Furlan	Parker F. Hubert
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THE HAWAII "ONO NENES" LUNCHEON

The Ono Nenes had their second ever monthly luncheon last month on September 29th. Oddly enough, the major topic of discussion was retirement and the dreaded "T" word. We also threw out ideas on what type of jobs awaited us all? Some of us have already taken field trips to Ala Moana Beach Park to start establishing acquaintances. At least we have one of the finest climates for homeless types in the world.

In attendance were Eliz & Carl Hankwitz, Shirley & Bob Vogtritter, Chris & Stu Mitts, Jef Fleener, Lori Wessel, Elizabeth Stephens, and Corky & Jim Sorensen.

We decided to keep the last Wednesday of the month format even during the holidays. So all are welcome for October at the *Mid Pacific Country Club* in Lani Kai.

Aloha from the Isles, *Jim Sorensen*

JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

The Warsaw Inn in McHenry on Oct. 12th, once again hosted the Joe Carnes N.W. Illinois RUPA Luncheon. As cheery as we could be while waiting for the next development in the United Saga, We did get the benefit of Milt Jensen's talents as M.C.

In attendance were: Leroy & Eva Bair, Dale & Glenys Bird, Ted & Dolores Bochniarz, Art & Lorraine Boehmer, Jim Boyer, Tom Boyle, Glynn Bradley, George Braum, Duane Buchsath, Jim & Mary Cook, Denis & Sandy Darida, Joe David, Barry Davidson, Tom Fasiang, Thomas Franklin, Jim Gesler, Buck Goodman, Bill Hanifan, Bob Helfferich, Al Herbst, Jim Higbea, Bob Mannion, Rob Mccutcheon, Skip Mellem, Ralph Mikulich, Fred Myer, Claude Nickell, George Pylawka, Armand Ravizza, Ole Sindberg, John Thomas, Joan Thompson, Howard Thompson, Sid Tiemann, Jim Trosky, Tom Wedel, Jerry Westfall, Bruce & Anita Wilkins, Earl Kelling, Tom Harvey, Milt & Ina Jensen, George Keller, Bob Moncur, Walter & Imma Meronyk, Paul Hubbert. *Claude Nickell*

LAS VEGAS HIGHROLLERS LUNCHEON

October's meeting on a cool, cloudy Las Vegas day was attended by 24 stalwart souls in search of good food, good company and birthday cake with ice cream. Needless to say they were not disappointed!!!! We welcomed a new member JOY KLOPFER and hope that her husband Bernd, a retired TWA pilot, will join us in the near future. NO NEWS is good news as far as United is concerned it seems, as everyone voices concern about where we will stand on Medical, Retirement Pay, E.T.C. by the time management takes their golden parachutes to find another company to run into the ground. Of course this is only my opinion so you can take it with a grain of salt or whatever. The following were in attendance: Andy & Dawn Anderson, Bill Balboni, Bruce Barton, Jerry Campbell, Barry & Ruth Dixon, Dave Dyer, Clyde House & Marie Lockett, Jerry & Susanna Johnson, with guest Larry Vann, Joy Klopfer, Guy & Kathy Manning, Dave & Bonnie Munyon, Jim Price, Bud Puckett & Donna Vitalie, Don & Betty Swirnow, and Jim Tight. Barry Dixon gave us an update on Ron Kakaldy who is now at home here in Las Vegas but still needs considerable treatment to get back to 100%. Our prayers go out to he and Jan. A happy birthday was sung????? to Susanna Johnson and myself for October birthday's and after a moment of silence for those flown west we adjourned. Don't forget to vote!!!!!!!!!!!!!!!!!!!!!! *Clyde House*

Address changes, Snowbirds & Others:

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

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

10-20-04 BENEFIT UPDATE

by Doug Wilsman

At my request for publication here, the text below in the PBGC's OVERVIEW OF DISTRESS TERMINATION PROCESS was especially authored and sent to me today by a Division Manager at the PBGC. It is sort of a generic one-size-fits-all description of the mechanics involved in changing the issuing bank and the amounts of monthly benefits after a plan is distress terminated.

Taking UAL's word for it that our plan will likely terminate soon, plans are afoot to create a final update of my 10-page PBGC Benefit Calculator for publication during the 60-day notice period prior to the date of plan termination. In order to make this final fine-tuning of the calculator as accurate as possible, I will need the help from a few RUPA members.

I am seeking two volunteers who retired at age 60 in each of the last 15 years. If you opted at retirement for the Single Life Annuity (100%) or the Single Life Annuity With No Death Benefit (103.2%), you can be a big help to me in fine tuning the Calculator and in the establishment of an early warning alert system to immediately check on how UAL has calculated the post-termination benefit amounts in the first month's post-termination checks that they issue.

If I select you as a helper, I will need you to provide me with: (1) a few numbers that appear in your pre-retirement package that UAL sent you just before you retired, and (2) an e-mail some day in the future with the dollar amount of the first post-termination check that UAL sends to you. Please volunteer by sending me an e-mail at dhwilsman@aol.com. As part of the bargain, I will provide you with my estimate of your proper PBGC post-termination benefits prior to the date of plan termination. Doug

PBGC's OVERVIEW OF DISTRESS TERMINATION PROCESS Under certain conditions involving business distress, underfunded pension plans may be terminated by their plan administrators in a "distress termination." Upon filing for such a termination, the plan administrator will propose a termination date for the plan. The proposed termination date must be at least 60 days after notice is given to participants.

On the proposed termination date, the plan administrator is required by law to reduce benefits provided by the plan to the amount of estimated guaranteed benefits, plus, in some cases, an additional amount that is estimated to be provided by plan assets. PBGC has regulations that tell the plan administrator how to do this. PBGC may also provide additional guidance. PBGC generally encourages plan administrators to consult with PBGC when they have doubts about particular issues.

Even though a plan administrator may file for a distress termination, the pension plan might not necessarily terminate. If the pension plan does not terminate, the plan administrator must increase benefits back to the level specified by the pension plan, and reimburse participants for the reduced amounts that they received.

If the distress termination is approved, PBGC becomes trustee of the pension plan. But if the pension plan terminates, PBGC becomes trustee. Payments continue to retirees at the levels estimated by the plan administrator *without interruption*. PBGC's paying agent takes over the responsibility for providing benefit checks, usually within 3 to 6 months. Until that time, the company's paying agent continues to issue the checks.

PBGC then reviews the plan administrator's estimated calculations. Normally PBGC expects that the plan administrator – working with PBGC – would do a good job in estimating, and that many or most benefits would not change.

In any event, PBGC will proceed to calculate final benefit determinations in which it strives to correct all errors. PBGC issues final benefit determinations as soon as it can. Currently, the process takes that is estimated to require two to three years from the time PBGC takes over as trustee of the plan. However, for those retirees who were inreceiving benefits pay for at least five years before PBGC took over as trustee of the plan, the planfinal benefit determinations might be issued more quickly - sometimes, closer to one year from the time PBGC takes over the plan.

If PBGC determinates that a participant's benefit was underestimated, PBGC will provide a lump sum make-up payment to cover the entire amount of the underpayment. On the other hand, if a participant's benefit was overestimated, PBGC will recoup overpayments by reducing future monthly benefits, normally by no more than 10%.

PHOENIX ROADRUNNERS LUNCHEON

The PHX Roadrunners had our first meeting on Oct. 8th at the same place we will meet every second Friday. *Best Western Scottsdale Airpark*. Would like to see some new faces, just call or e-mail and we will put your name in the pot. After summer vacation everyone was so Happy to give update on their Summer Trips etc. Have to admit Cory Liston came in first with story of their 3 Horse trailer & visit into a WalMart parking lot. The entrance had arch that was about 3 in. shorter than trailer top. Need I say more? Now he will have a whole new top. Sure hope everything is repaired and ready for June's Horse Show In Texas. That would mend all the problems. Second runner up was Mike Carlin. He & his wife Dawn were coming from Prescott and he had a blow out on the motorcycle. We are thankful they were not injured. Not too many Air Travelers now, mostly ground transportation. Glad to report all of us seem to have the Healthy signs of aging but keeping them under control.

We had a nice Luncheon and beautiful wedding cake for Mary & Don Toeppen. They were very appreciative.

In Attendance: William & Mary Beth Banks, Frenchy & Millie Bourgeois, Mike Carlin, Ginny Coleman, Ralph Johnson (was 98 in June) Sharp as always. Ken & P.J. Killmon Thanks for getting the notices out for our meetings, Cory Liston, Phil & Pat McDonald, Ed & Phyllis Nelson, Gene Paquette, Roy & Lois Scroggs, Charlie Schwob, Bob Steeneck, Don & Mary Toeppen, Ralph Wright and a friend of the Banks Bernie Granzow. Winter Visitors welcome to our Luncheons, *Frenchy & Millie*

SFO NORTH BAY RUPA LUNCHEON

A most congenial group gathered for the October luncheon at the *Petaluma Sheraton*, on Oct. 7th. We were pleased to see Sam and Mickie Orchard back, after Sam's stomach surgery, as well as the return of John Reed, looking great after his experience with the medical community. The group grew to 25 this meeting, causing a little furniture to be moved to accommodate us. Hope to be more prepared in November!

Enjoying the camaraderie and the pleasant Fall afternoon were: Leon & Vicki Scarbrough, Gardner & Sheila Bride, Larry & Dee Whyman, John Reed, Jim Mansfield, Carl Hakenen, Bill Smith, Dick Lammerding, Dick Hanna, Bill McGuire, Bill Greene, Sam & Mickie Orchard, Carolyn Biggs, Ken & Shirley Corbin, and Welcome to first-timers: Al Milotich, Norm DeBack, Alan Chesterman, Bill Royall, Bob Lang. also attending was this unworthy scribe!

Next gathering November 4th, 12:30 to ??.. *Petaluma Sheraton*, 745 Baywood Drive at the harbor, in the rear...if you're in the area, dew-drop in! for further info: 707 585 1882 or fatherdon@aol.com *Bob Donegan*

THE NORTH COAST FLYERS aka THE CLEVELAND CRAZIES

We met, as we are wont to do, at the same time and same day, every month, except some, at *TJ's* restaurant in Wooster Ohio. Finally returning to the luncheon, Barb Griffith was up and about and ambulatory. Noticed by her absence was Joanne Orr, who, we have on good authority, is knitting well. Other attendees were Bill Christie, Bill Dilzell, Rick and Ronnie Ogden, Tom Race, Jim Burrill, Dan Seiple, Ed Griffith, Dick and Mary Lou Sanders, Dick Orr, Ken Wheeler and Richard McMakin.

Dick Sanders gave us an insight into the RUPA Cruise, which he and Mary Lou joined, saying that most people had a great time and enjoyed themselves immensely.

With winter coming, and the goose getting fat, we expect to loose several of our number to the Sun Belt and they will be missed. However, a reminder once again to all CLEVELAND CRAZIES, John and Joann Pinter's Christmas Party will be held in Vermillion, Ohio, at their home, on the 5th of December, a Sunday I believe, beginning at 4:00 pm. The November meeting will be held in Wooster as usual on the 18th of the month and there will be no December meeting after the Christmas gathering at the Pinter's. Good Spirits, Good Health, and a Happy Thanksgiving to you all. *McMakin*



LAX HOLIDAY LUNCHEON

MARK YOUR CALENDARS NOW. All RUPA members, active pilots, present and former flight office personal and active or former flight attendants. Also widows, spouses of any of the above are invited.

December 9 at the *Hacienda Hotel*, 525 North Sepulveda Blvd. in El Segundo. This is just south of LAX. No host bar at 1100 followed by lunch at noon.

Cost is \$21.00 per person. Send check to Rex May, 6677 Vista del Mar, Playa del Rey, CA 90293-7545. Checks must reach me by Saturday, December 4 as I must pay and confirm the number by Monday, December 6.

Hope to see you there. *Rex*

BANKRUPTCY UPDATE

Dear Fellow Ruparians:

On September 24, UAL Inc. filed a 109 page brief concerning the state of its Defined Benefit Pension Plans with the Bankruptcy Court. Judge Wedoff disallowed the filing, but it has become a public document nonetheless.

The attempted filing makes statements regarding the impact of pension plan terminations on the various employee groups. The Company does not supply data that can be used to validate their numbers, but state that they are subject to revision as the Company's analysis of the plans continues.

The Company makes two points very clear in their rejected filing. First, they believe the Defined Benefit Plans must be terminated in order to secure the financing necessary to emerge from bankruptcy. Second, the pilots, both active and retired, are the group that will be most impacted by plan termination. The Company says all other groups will be impacted minimally. Most of the reductions in retirement benefits to active members of the other groups can be made up by their working a few more years. This option is not available for the active pilots or pilot retirees.

Throughout the filing the Company talks about communicating with and working with all stakeholders to develop an optimal solution to their pension dilemma. The filing is sprinkled with statements like: "a final decision ... reached in close consultation with all of United's stakeholders." "... a full and thoughtful exploration with its stakeholders of every possible alternative." The truth is that the Company has made no attempt to contact URPBPA or to the best of our knowledge, any one else representing the retired pilots – who, along with the active pilots, are the stakeholders with the most to lose in a plan termination!

The UAL-MEC has issued a statement declaring that the United pilots will not accept termination of their Defined Benefit Plan.

URPBPA strongly recommends that pilot retirees make no decisions on their economic future based upon unverified information from United. URPBPA plans to fight any effort by the Company to terminate our Defined Benefit Plan (Pilots "A" Plan). For URPBPA membership and other information, please go to:

www.ualpilotpension.com

Fraternally,

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

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

SW FLORIDA OCTOBER LUNCHEON

There was a light warm rain falling when members arrived at the Ft Myers *Olive Garden* for lunch and gentle conversation. The wait staff was not ready for our arrival at 1100 AM. There was some confusion as to whether we could occupy our normal lunch room. Within a few minutes the problem was solved and everyone enjoyed a sumptuous Italian lunch. Libations began flowing and the volume of voices elevated.

Jim Druyor said a blessing that was added to by more members in the room. They called for protection for our troops in the wars and peace and understanding in the world.

Cliff Sanderson was the keynote speaker and brought handouts for the members. The flyers were the Wilsman graphs and explanation of what the retirees could expect under the PBGC if UAL quits or stops funding the retirement account. Looks like the unqualified check would stop immediately. That is about one third of the pension for those that get two checks. Those same pilots are the ones that took a hit on the ESOP stock.

The funds in the qualified account would go to the PBGC and the pensions would be doled out by their formula. The younger retirees would loose funds and the older would remain the same as there could be no increase in payments, though the graphs indicate that they would.

There was a question and answer period. Everyone left satisfied that if UAL stops the retirement plan there is no recourse for the retirees. The only representation we have in the bankruptcy court is the URPBPA. When UAL stops sending the unfunded check to those that receive it, their retiree income will diminish significantly.

There was a lot of conversation about the hurricanes that devastated the local area. Many pilots did not show because the only notices were sent out by e-mail. Some did not have their phone services restored after Hurricane Charley. Some lost pool cages and roofs and nerve. It was a devastating storm for those that experienced it.

Sorry but I just did not have the time to send out post cards. Hurricane Ivan that did no damage to SWFL slammed into my orchard and dropped half of the apples to the ground in PA just at harvest time. I was busy cleaning up the storm damage that toppled a tree by my farm house.

The November lunch should bring out a bigger crowd as the hot season ends and the return of the snowbirds continues. Also, next month our guest speaker will be Dick Russell with a report on the downing of TWA 800 and the ongoing lawsuits for the truth.

Those that attended were Ed Rooney, Jim Rigsby, Wes Leighton, Ray & Twila White, Jack Taffe, Gene Chapman, Jim Sutton, Jim Druyor, Jim Ralph, recovering from knee surgery, & Rich Meadows, Don Sullivan, Cliff Sanderson, and Chuck Monahan. After three major surgeries for cancer, Chuck was back to his old self and looked great.

See you next month, after the election. GOD Bless America!

TJ Sobota, SWFL Rep.

TUCSON AREA LUNCHEON

The next luncheon for those retired pilots and their spouses who will be in the Tucson area will be held at the *Tucson Country Club* on November 30th. It will start with an informal gathering at 11:30 am with lunch served promptly at noon. All who are in the area, residents and visitors, are invited to attend.

The cost is \$15.00 per person. It includes the lunch, dessert, and beverages such as coffee, tea, and iced tea. You will have a choice of entrees so some advance planning is necessary. Cocktails and wine will also be available.

If interested in attending call me (Randy Ryan) at 520-797-3912 or send me an e-mail at randel-ryan@aol.com. We would love to have you attend.

If you would like to receive e-mails about future luncheons please send me an e-note and I'll add your name to our postings. The next luncheon will probably be held in March, 2005.

Cleveland Crazies Christmas Party

Sunday December 5, 2004

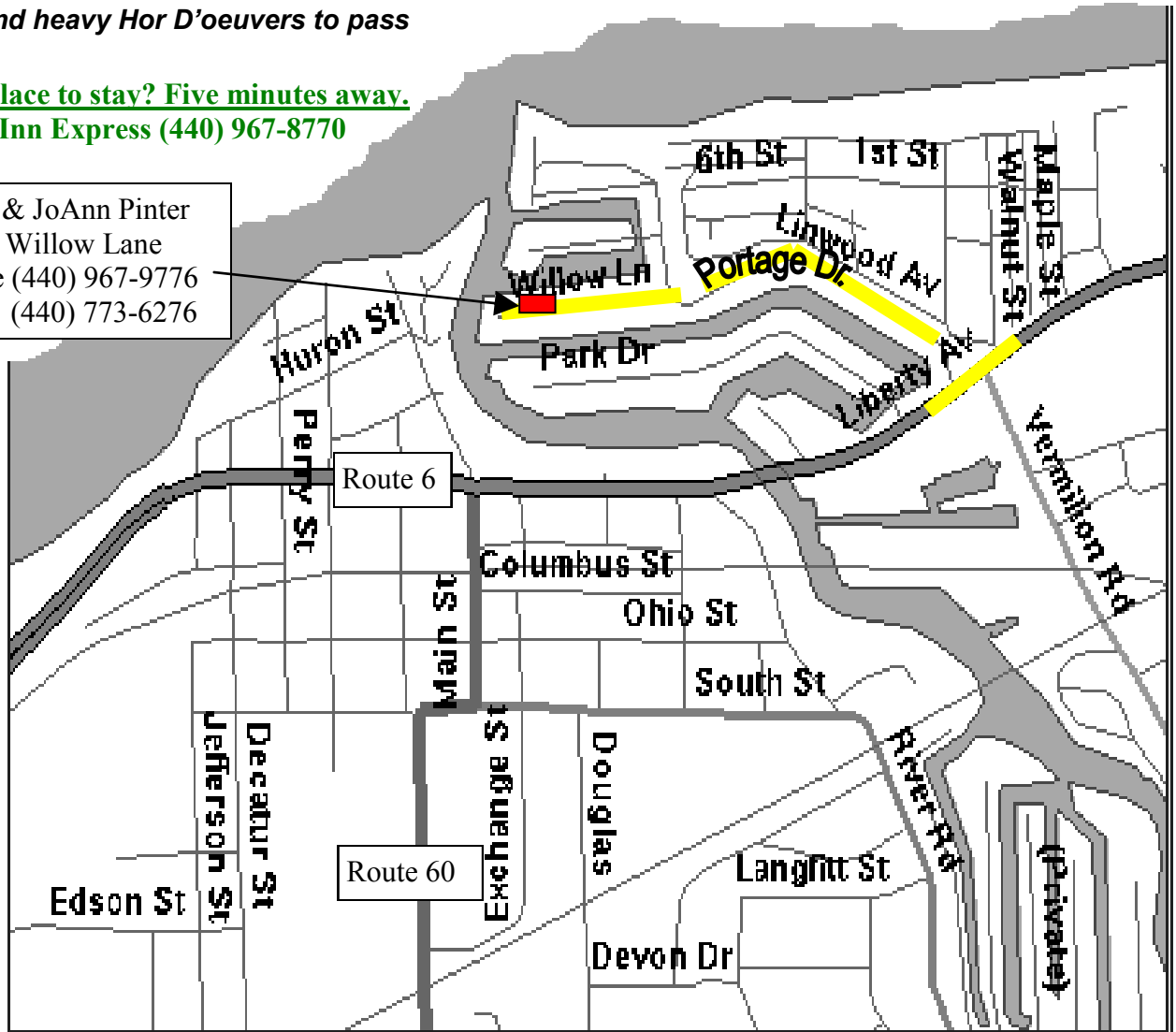
1600 hrs (big hand on 12, little hand on 4)

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cell (440) 773-6276



Directions: From Route 6 (Liberty Ave.) turn onto Portage Dr., which is the long lagoon visible from the road. Follow Portage to Willow go left on Willow to our house.

ABOUT THE COVER: MCDONNELL DOUGLAS DC-10 PAINTING.

ARTIST: WILLIAM E. (NORTY) NORTHUP

THE DC-10 PAINTING WAS DONE FOR FRED HUNTER

I'd like to thank Norty and the owners of his paintings that we are privileged to display on our cover.
(Too bad it isn't in color).-Ed.

ALPA PRESIDENT ADDRESSES CONGRESSIONAL COMMITTEE

Good morning. I am Captain Duane Woerth, President of the Air Line Pilots Association, International, which represents 64,000 airline pilots who fly for 43 U.S. and Canadian airlines. On behalf of ALPA, I want to thank the Committee for giving us the opportunity to present our views about the pension funding crisis facing the U.S. airline industry.

As little as three years ago, few observers would have predicted the extent to which airline worker pensions would be devastated by a "perfect storm" of low interest rates, a diminished stock market, and airline operating losses.

For example, the US Airways pilots' plan, which had been in excellent shape just two years before the company initially filed for bankruptcy, went from being funded at more than 100% in 2000, to just 74% in 2002.

Active and retired pilots of US Airways lost \$1.9 billion in accrued benefits that were not funded by the plan and not insured by the PBGC. This loss amounts to just over one-half of the \$3.7 billion in total benefits that pilots had already earned, at the time the plan terminated.

At United Airlines, pilots have negotiated changes to their pension plan, the net effect of which is a temporary freeze on accrued benefits for all pilots, and a permanent freeze on accrued benefits for some pilots, including those who already had at least 27 years of service under the plan.

Both of these blows came while the airlines were in bankruptcy. Because of a potential domino effect, we face the prospect of one or more additional bankruptcy filings, and there is no doubt in my mind that if that happens, those pension plans will be put into play as well.

The irony of all this is that to a large extent, this situation could have been avoided. But that is history now. Our duty today is to avoid airlines dumping billions in pension obligations onto the PBGC, which is what we all fear the most because everyone gets hurt under that scenario. I believe that avoiding disaster is possible, if we apply creative solutions, and if the Congress takes swift, effective action now.

Congress granted temporary relief to the airlines and the steel industry for certain deficit reduction contributions, or DRCs, as part of the Pension Funding Equity Act of 2004. What I am calling on Congress to do is enact a permanent solution by allowing airlines to use a longer amortization period to fund their pension plans' unfunded liabilities.

The biggest obstacle to resolving the current pension crisis is the PBGC's special rule for accelerated DRCs, which kicks in when funding drops below 80 per cent, or even 90 per cent in some cases. This creates a crippling cash flow problem for affected airlines. Instead of amortizing unfunded liability over 30 years, which used to be the rule, airlines now have three to five years for unfunded current liability, which is based on extremely low interest rates. This amounts to a balloon payment, much like forcing homeowners to pay off their 30-year mortgages over the same time span as a typical car loan.

This cash flow burden, in turn, makes it more difficult, if not impossible, for a distressed carrier to turn to Wall Street for additional financing. A carrier eventually can find itself in what we call a "coffin corner," which is pilot talk for "I'm out of performance, I'm out of options, and unless something changes, pretty soon I'm going to be out of altitude."

The good news about the pension crisis is that it is only temporary. Already we are seeing signs that the economy is recovering, which in turn is causing interest rates and the stock market to increase as well. Eventually, the funding problems created by the "perfect storm" will subside. Our goal is to ensure that financially troubled airlines do not succumb to the storm before then.

But there is more to be done, and that is why pilots are working to develop innovative approaches to pension plans. In general, this means reexamining the defined benefit plans at each airline and determining whether it makes sense to move toward plans that rely more on a defined contribution component. The negotiated outcome at each airline will depend on the soundness of that carrier's finances and pension plans, but overall, I predict a trend away from the problematic defined benefit plans toward more predictable defined contribution plans.

Having said that, these solutions will mean nothing if we fail to get the DRC problem under control. An analysis performed at one legacy carrier compared the contributions that would be required over the next 15 years, under two scenarios. The first option was that the plan remained unchanged. Under the second scenario, the plan was immediately frozen. Over the ensuing 15 years, the frozen plan would require less than one-third of the contributions than the unfrozen plan... but because of the DRC rules, this entire amount would have to be paid in the first five years of the 15-year scenario.

So regardless of the sacrifices the pilots at a distressed airline might make in their pension benefits to save their company, accelerated DRCs still would present a major impediment to financial recovery.

But if Congress acts expeditiously to eliminate the accelerated DRC obstacle, everyone will benefit.

First and foremost, it is a win for workers, who will have a greater likelihood of receiving the benefits they have already earned under their pension plans. Second, it is a win for the PBGC and taxpayers, because it greatly reduces the chances of more distress plan terminations.

Finally, it is a win for the airline industry and the flying public. Airlines will be able to better manage their cash flow and prepare feasible business plans without being sabotaged by unpredictable deficit reduction contributions. A feasible business plan will, in turn, unlock the door to long-term capital financing for airlines, and should, in the case of some legacy carriers, help them to emerge from or avoid bankruptcy. Airlines also will have breathing room to negotiate the appropriate changes that I mentioned earlier, to rebalance their pension mix in a way that benefits both the workers and the corporation.

In summary, we believe that our proposal to allow long-term amortization of unfunded liability will benefit workers, maintain healthy airlines, keep defined benefit plans out of the hands of the PBGC, open the doors to financial markets, and allow the industry the time it needs to undertake a strategic, deliberate restructuring that provides employees with a secure retirement. Again, Mr. Chairman, I appreciate this opportunity to appear before you, and I would be happy to answer any questions the Committee may have.

RECOGNIZING A STROKE

This might be a lifesaver if we can remember the three questions! Perhaps you have never heard this advice before and would like to file it away in the back of your head. Sometimes symptoms of a stroke are difficult to identify, but the following three tests just may help to recognize a stroke. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke. Now doctors say any bystander can recognize a stroke by asking three simple questions:

- * Ask the individual to smile.
- * Ask him or her to raise both arms.
- * Ask the person to speak a simple sentence.

If he or she has trouble with any of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher.

After finding that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the general public to learn the three questions. They presented their conclusions at the American Stroke Association's annual meeting last February. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and prevent brain damage

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

LETTERS

JIM ANDERSEN

Well it's that time again, 13 years now, like everyone says it sure goes fast. My son Paul just received his 15 year pin from United, he's on the Airbus in DCA. He is selling real estate to try and make up for the cut they all have taken. He says he likes it but not as much as flying. His older sister Tricia has 22 years with Piedmont and USAir as a flight attendant. It looks pretty bleak there, she is getting her teaching certificate. My grandson David is flying for Air Wisconsin, for now that looks OK. Pension news is good one day and bad the next.

Trying times. One real bright spot is my 10 year granddaughter AnnaSophia. She is making her 4th movie over in London at Pinewood Studios. The name of the movie is "Charlie and the Chocolate Factory", it is a remake of Willie Wonka and the Chocolate Factory made about 30 some years ago. She plays Violet, the girl that turned into a blueberry. Johnny Depp is Willie and Tim Burton is directing. They say it will be out next July. Before this movie AnnaSophia played the lead in "Samantha American Doll". Mia Farrow plays her grandmother. This one will be on TV Nov. 23rd on WB channel. Last year she made "Because of Winn Dixie" with Dave Matthews, Scissile Tyson and Jeff Daniels. That's coming out next Feb. Elly and I just got back from London, got 1st class both ways. Only 3 paying passengers going in 1st class. AnnaSophia has her own driver so getting around was a piece of cake. Her mom and dad have a flat in downtown next to Hide Park. We had a great time at the Studio and sight seeing. We're back to our hum life now in Colorado. What great wx we have had this summer and fall though.

Till next time. *Jim*

JOHN D. BAER—Arroyo Grande, CA

It's always fun to read what my UAL buddies are doing. Thanks for such a good job on publishing an informative magazine.

I've beaten the odds, it's been over 14 years since the "experimental" bone marrow transplant and I'm still around.

Becky and I keep busy on our small farm. She's got her horse, and I've got the ham radio for entertainment.

It's time to sell the Cessna 180, as it doesn't get out of the hangar that often and \$3 gas is too hard on the wallet.

I'll start up a cooking class for men only this winter. So far, without advertising, the class is about full. It's been the wives who are anxious to have their husbands take the course. Does that say something?

I'm still quite active in the music education side of the San Luis Obispo Symphony. There's no more music offered in the local schools, so we try to fill the void.

It's been so sad to watch the steady decline of what used to be such a fine proud airline. At this point it's just a matter of time. *John*

MARV BECKER—Nevada City, CA

Convair 340 pictures wanted! I am planning to have a model built and need any pictures showing mid 1950s paint. Color or black and white. I will return all that any of you might send. Thanks in advance.

Hearing aids! I got mine some months ago. Did you know that Blue Cross will cover up to \$5000 (a lifetime limit) If yours cost less than that, battery cost is covered until you reach the limit I was told.

Funny thing happened...the same day I wore the hearing aids home my car developed a loud squeak. My neighbor seemed surprised when I told him I had aids. So now I refer to them as hearing aids.

My annual physical report gave me a PSA report of 1.17. But now some are saying PSA testing may be overrated.

We are not traveling a lot right now but I did use mileage plus to get to Oshkosh in July. Aircraft SMF-ORD were full both ways.

Just back from the RUPA cruise. Bought tickets on Alaska. Weather could have been better but renewing old acquaintances made it worthwhile and it was a fun trip.

Regards, *Marv*

BETTY BLESER—Donald, OR

Dear Cleve, I still have not worked my way into my word processor – too many boxes to unpack, with no place to put it!

I did not get my 51-day cruise last Oct/Nov. Ten days beforehand they found a large growth on my right kidney. It took them until March to decide what to do!! On March 4 I lost my right kidney and the growth, by then the size of a football. Fortunately, they think all the cancer was encapsulated.

Now I'm being treated for congestive heart failure and atrial fibrillation, all a result of the surgery. I spent a total of 18 days in the hospital in March, in four separate sessions. We hope to try a cardeover-sion in the near future.

I still have a cruise and have booked a 30-day South Pacific cruise starting January 5, 2005, which I sincerely hope to make this time.

As ever, *Betty*

WALT BOHL—Fountain Valley, CA

Hi Cleve, Ten years of retirement has really been enjoyed by both of us. Wife Marnie, a UAL flight attendant for 35+ years, retired two years ago. The only airline trip we made this last year was on Air Canada LAX to YVR. It was with space available ID95 tickets in May.

Son Howard, a UAL pilot, is in B-747-400 captain school in Denver. Grandson Howard, Jr. has over 5,000 hours of flying time and last month got his ATP (for us older pilots, ATR). He got his 4 year degree in June and is interviewing with express carriers for a flying job. My oldest son is with U S Airways that is in its second chapter 11 bankruptcy and hopes it does not turn into chapter 7 liquidation.

Thanks to all that put out the *RUPANEWS*. By snail mail is a check for postage. On time for the second year in a row. *Walt*

DICK BOSTON

Dear Ted,

Thanks for "editing" the *RUPANEWS* for us and to all who help get the newsletter out. I always enjoy the news of others, the "medical/rx" related arti-

cles, and the UAL updates. Like most we are concerned. All of our flights during the past year have been great. Service and personnel have been super and flights have been close to full. Just wish they were making a buck after the cuts and sacrifices everyone has made.

Nancy and I made our "winter transition" to Las Vegas last year and we enjoyed it. We had some good get-togethers with the "High Rollers". We'll continue to spend the good summer/fall Wisconsin weather in Burlington as long as possible since all of our children are nearby. We enjoy their visits and "down times" here on the lake.

I contacted and had my first interaction with the VA in Milwaukee last year after the threats of medical insurance cuts by United. "Timing's everything" as many friends have been excluded by the recent Bush administration V.A. cuts. I can also report that it has been a very positive experience and that I feel "in good hands" with regards to their oncology staff and treatment.

Sincerely, *Dick Boston*

MILLIE & FRENCHY BOURGEOIS—

Scottsdale, AZ

Hi Cleve, Hope you two wonderful folks are happy, healthy, and just doing fine.

Things here are better. I had both hands operated on for Carpal Tunnel on the 13th of Sept. I should have had it done long ago.

We had a small but very good meeting Friday. Sure miss coming up there to all the functions. Maybe a little later we will get back to normal routine. *Millie & Frenchy*

ERLE BRITTON—Polson, MT & Mesa, AZ

We have been having a lot of rain in NW Montana this summer. Missing some golf, but it is sure better than all the smoke and fires we had last summer!

I thought I would get this off today since I am setting here looking out at the rain, and I might be rather busy around my birthday. We will be heading for AZ in a couple of weeks. Have had a good summer.

Both of us are hale and hardy for our age. I reach the octo group this year. And Jan 2nd Neva and I

celebrate our 60th! Our 4 kids and their spouses plus 3 close friend couples are doing the San Diego - Panama Canal — Ft. Lauderdale cruise to celebrate my 80th and our 60th in December. Sure looking forward to it.

I realize I am getting old (retired a spell) when I only recognize about 1 in 10 of the responses in the *RUPANEWS*!! The sad part is I recognize essentially all of the individuals listed inside the back cover.

Life has been good to us. We still square dance once or twice a week in the winter. Neva bowls very well, always near the top of her group. Our golf slides a little every year, but it is still enjoyable. I did manage to take home a trophy from each of the AZ, ID, & MT State Trap Shoots this summer!! Some way, those birds still “get in the way” of my shot pattern a lot of the time. I do shoot a little less every year. My eyesight is very good, but my “get up and go” isn’t!

My annual check is enclosed. I really appreciate the work you people do for the RUPA group. My sincere thanks to all of you. *Erle*

HAL CAMPBELL

Check’s in the mail! Not only did I miss my 74th birthday this year, but I see I missed the deadline for next month’s *RUPANEWS*! Oh well, early dementia. Not much to report this year. We haven’t been anywhere except to the kids in ATL. I’m not counting our 2 trips to FL for back surgeries. It was a last resort in my case. I’ve been everywhere, tried everything, but nothing much really helps a deteriorating, osteoarthritis back. Pat and I both had facet debridement (laser destruction of the sensory nerves) in the lumbar area which helped both of us, but the 3 subsequent surgeries I had were of no help and very destructive to the pocketbook! Had to give up NSAIDS (Voltaren, Vioxx, etc.) over a year ago because of stomach burning so I just have to live with the pain. Had to give up golf over 2 years ago. Keep looking for a herbal pain-killer that works, but haven’t had any success yet. Just ran across a new one, Zyflamend, anyone had any experience with it? When I was at the clinic I saw a lot of people who were in lots worse shape; have to be grateful for what we have. *Hal*

JIM CHILTON—Seattle, WA

Dear Ted, Sixteen years of retirement and still busy with family, golf and being a Docent at the Seattle Museum of Flight. We had a record year of attendance at the MOF with the opening of the New Personal Courage Wing in June and the popular Concord on display. We’ll have our new Aviation Learning Center in operation soon and I hope to be involved there, teaching middle school children flight planning, weather and simulated flight.

Meanwhile, golf scores are lousy, health is good and concerns about the survival of United HIGH.-- Thanks to all of you who make the *RUPANEWS* possible. *Jim Chilton*

DONALD F. CUNNINGHAM—Renton, WA

Hi Cleve, I must be getting “Old Timers Disease” – I was certain that I had accomplished the impossible and got my dues paid before my birthday, but I notice on my last issue of the *RUPANEWS* that I was delinquent. Couldn’t believe it until I checked my check book and returned checks, no record of my having paid my dues! Shoot, so I’m sending two years dues – hopefully I’ll beat my birthday next year.

My thanks to you for not canceling my membership, and my appreciation of the work you are doing for RUPA. I can’t even keep track of my own dues payment and you have the burden of thousands of members to record!

Thanks and best wishes, *Don*

GENE G. DANKENBRING—Sedona, AZ

Hi Cleve, It’s been another very busy year. We sold our CA house at Lake Of The Pines and moved to Sedona, AZ. We live on a nine-hole executive golf course, so I am still playing golf and tennis regularly. The hiking here is some of the best I have seen, so we do that as well.

Traveling NRSA on United is getting quite difficult, but using SkyNet and WebList really helps. Pat and I read the *RUPANEWS* every month cover to cover so thanks again for a great publication and to everyone responsible. *Gene & Pat*

*The Second Annual SFO Area
RUPA
Holiday Party*

All Members and Friends Welcome

This party was such a hit last year, were going to have it again
You are asked to bring a new, unwrapped toy, for the Toys for Tots Program
We will have the same great orchestra for your dancing pleasure

Wednesday December 1, 2004
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California

6:00 to 7:00 Cash bar with dinner to follow
\$45.00 per person includes wine at the table with your choice of
Prime Rib, Salmon or Chicken with Scampi. Please indicate your meal choice.
Rooms available at \$89.00 for the night. Call the hotel direct at **1-800-827-0880**
to make your reservations, mention RUPA to receive this special rate.

RSVP Deadline Wednesday, November 24, 2004

Make check payable to: RUPA

Mail Registration to: Richard Bouska
2734 Crater Road
Livermore, CA 94550

Last Name

First Name

Spouse/Guest Name

Meal Choice (Indicate #): _____ Prime Rib _____ Salmon _____ Chicken with Scampi

Check enclosed for the amount of \$ _____

NORMAN J. DE BACK

Dear Cleve and all the Folders and Stuffers: Thanks to all of you that keep us connected not only with our friends and worker bees of the past but also to mother UAL. For my birthday present, my daughter bought me a season ski pass to NorthStar. At 73, they should pay me to prove that it still can be done. For the mileage, my health and Pat's are still very good. A new grandchild, the second for our daughter Stacey, is on the way for a total of 5. That keeps us busy watching all their sports and taking them places all around the Bay Area. The two oldest and I visited Alcatraz. A trip to Alcatraz prison should be mandatory for all high school boys. I am sure many more would walk the straight and narrow if they saw that as an opportunity for free room and board. Did the usual trip to Hawaii last May. We stayed at the Hale Koa but I paid a visit to the old layover hotel "Seaside". It brought back a lot of memories, all good. Lastly, I enjoyed the Reno Air Races this year. Lots of action and I bought a lot of T-shirts. Best wishes to all. *Norm*

CHARLES C FELLOWS—Denver, CO

Dear RUPA officers and *RUPANEWS* staff: Thank you for your dedication and hard work.

2004, so far, has been a pretty good year; the checks keep coming! No major health problems.

I put 11,000 miles on my new motorcycle, not bad for someone who must begin taking money out of my IRA before Dec. 31.

I hope this year has been just as good for all of my friends on the mailing list.

Sincerely, *Charles*

**VICTOR R. HANSEN—Spokane, WA**

Cleve! As usual am late on the dues again, two months plus!

Bev and I are doing well, still playing the snowbird game, Spokane and Tucson.

No big trips this year, as Bev had a knee replacement in June and that turned out excellent!

Best regards to all, *Vic*

DAVE HANST

September being my birth month, I am getting this sent as the month ends. My birthday was the 26th, and it was 26 years ago that I retired. I'm still in good health, had left knee replacement surgery at the end of May. Was walking without aid of a walker, or cane, in less than two weeks, today I am able to do everything I did before the surgery. I am sending a check for postage fund to Cleve.

Dave Hanst

RICK HOEFER

Hi Guys,

I've been asked to write more about our experience in Russia. Marie and I talk about it everyday, but to you it might boring and commonplace. And it's too long, but I can't tell you the "what" without telling you the "why".

We bought full fare tickets (never done that before) on Aeroflot from FRA to SVO.

List of characters:

Semen: A former exchange student for whom we were liaison 6 years ago.

He went by Simon at Mission Viejo High School for obvious reasons.

Larisa: The bride, Maria, Erina and Gytia: mother, sister and cousin of Larisa

Nicholia: Grandfather of Larisa (old guy, two weeks older than me).

Semen and Larisa met us at SVO. He is 6'3" with a waterpolo physique and she is 5'3" and very cute. Semen amicably bargained with one of the many taxi drivers to take us to his apartment in downtown Moscow. When I went to put on my seatbelt the driver said "NYET" so I didn't put it on. I felt that that was safer than offending that bruiser. The next

morning we left some of our stuff at his apartment and went to eat at an Uzbekistani restaurant across the street. Shishkabobs and other good stuff. There we met Maria and Gytia and left for Protvino. We took the Metro to the bus terminal which is a big parking lot with no terminal building. You find your bus and buy your ticket from the driver. Without shelter I wonder what they do in their notoriously bitter Moscow winters. Two hour ride on a Toonerville Trolley style bus, \$2.30. We made some very good friends in our 16 short days in Russia, Maria Chermnykh is a very important friend. She was very candid about the problems remaining in Russia and the reasons for them. She is a sweet, pretty, late forties lady. She is also brilliant. She translates as fast as you can talk, thoughts, not just words.

It was dusk at 11 PM. We got there at 11:30. We walked a short way to Marie's apartment in the lingering twilight. The entry door is made of steel and you must either punch in the combination or get a tenant to buzz the door open. The entry, hallways and the two elevators are each lighted with a 10 watt bulb. I could not read the numbers in the elevator. We went to the 9th floor and Maria opened the 2 doors, a security door and a house door. Her apartment is very nice, 3 rooms plus a kitchen and bath. In communist days it held 3 families and 3 refrigerators. 11 people using 1 bathroom. The building has been unmaintained since the government changed but the self maintained apartments are very nice. In July they shut down the hot water system for maintenance in Protein and Moscow so we heated water in the kitchen and put it in 2 big bowls in the bath tub and took our sponge bath. We went to bed in Maria's bed and she and Gytia slept on a sofa. There are no screens, but on the 9th floor it was no problem. The only bug I encountered was a moth that I caught and sent on it's way off the porch. It flew away and then came back and landed on my chest. I discussed the longevity problems that moths have if they insist on returning to this apartment. He left peacefully. Maria says that many of the tenants have not yet been able to understand the principle of sharing the cost of maintenance. She likes the freedom to do what she likes with her porch, which she couldn't do before. It takes away from the symmetry of the exterior but it gives a feeling of individuality. The pendulum

has swung from overcontrolled organization to somewhat uncontrolled freedom. Even though the buildings are made of steel and concrete so they are somewhat fireproof, Marie and I could not remember seeing a fire escape or even a sign pointing to an exit. The next couple of days we wandered around Protvino soaking up the local culture, doing a little shopping and making some preparations for the wedding. My Marie, Gytia and Erina sat at the kitchen table and made decorations. They had a lot of fun. Protvino is a nuclear (not nuclear) science/university town of 35,000. Almost everyone lives in a 15 story apartment building. (To be continued soon)

Hi Ted,

I have decided that there is no way I can be brief enough for the *RUPANEWS* without losing the flavor of our experience. So I have thought of a way to do it. Just put in a line that says that anyone who is interested in the letter should email mari-erick@aol.com and I will forward it to them. Since I've started the letter to you I will send you the finish. *Rich Hoefler*

DAVID B. HOYT—Westport, CT

Hi Ted, 5 years into retirement and still busy as all get out. My 100 ton Master's license from the Coast Guard keeps me almost busier than I want to be. So similar to flying, but MUCH slower as I believe all boaters can appreciate. Flight (voyage) planning, attention to detail, weather of all types, and the beauty of a voyage completed to destination without incident says it all. I specialize in Intracoastal Waterway passages stressing safety, decision making, and dependability. Sound familiar? My company is Cap'n Dave's Yacht Deliveries, Inc. No web site yet, but can be contacted @ 203-258-3120.

"2nd Chance" spends the winters in Jupiter, FL which helps my golf game and fishing skills. Lots of time in the Bahamas from there and what more can I say. Life is great! Eight grandchildren make me question the last statement at times, but all worth every minute I can spend with them.

Thanks for all the time and energy, *Dave*

LOU IANDOLI—Middletown, NJ

Dear Cleve and fellow Ruparians. Well it's that time of year again for me. November makes it 15 years of great retirement. I miss flying, but I'm really enjoying all the time I have to do the things I couldn't do while flying the line.

Salt water fishing is still one of my favorite pastimes and I do quite often as long as the weather holds good.

Well that's about it for now. Before closing I'd like to thank all those who are keeping us informed of what is happening with regards to the airline and the pension situation.

Sincerely, *Lou*

DAN JESSUP—Seattle WA

Can anyone help solve an interesting mystery regarding the DC-7? According to the publication "Airliner Tech Series, Volume 4, Douglas DC-6 and DC-7" written by Harry Gann (a recognized expert on these two aircraft who is now deceased), the first series of DC-7's, (which were ordered in large numbers by United Airlines and American Airlines), had a unique air intake system for each engine which consisted of three parts. Beside the usual RAM AIR source, and the usual HOT AIR source, there was an unusual ALTERNATE AIR third source (the mystery begins). The RAM AIR source came from the large air scoop on top of each engine, and on top of that large air scoop was located (a few feet back from its opening) a second smaller air scoop for that unusual ALTERNATE AIR source. The HOT AIR source came from within the engine cowling as usual. According to Harry Gann, that unusual ALTERNATE AIR source was to be used when flying through potential icing conditions because the RAM AIR source had been designed, (to increase efficiency), without the usual plenum chamber to trap moisture and was therefore prone to icing. The unusual ALTERNATE AIR system was designed to eliminate that icing tendency. To avoid confusion, let's remember there were not a part of this mystery. They were controlled by eight electrical switches in the cockpit and were the carburetor anti ice alcohol system and

the alternate fuel metering source (not to be confused with that unusual ALTERNATE AIR source). The Harry Gann article provides pictures of both United Airline and American Airline DC-7's that clearly show the unusual second air scoops on top of the main air scoops. Below, (if the editor is able to publish them) are pictures showing one of UAL's DC-7 (N6316 - the 16th UAL DC-7) in flight. Those unusual second air scoops can be clearly seen atop the usual larger scoops. A diagram shows how the three sources of air were controlled on each of the four engines by the four carburetor air control handles at the bottom right side of the throttle. I was hired in 1954, near the time when UAL started flying the DC-7. My log shows that from 1957 on, over a period of many years, I crewed in almost every one of the DC-7's purchased by UAL including N6316 shown in the picture. But I have no recollection of that unusual second air scoop on top of each RAM AIR scoop or of its ALTERNATE AIR system. I can find no one else who has any recollection of there being more than the two sources of air - RAM AIR and HOT AIR, (which were mixed according to the position of the carburetor air control handles). So what explains the pictures showing the unusual ALTERNATE AIR scoops and the description by an expert of its existence? Contacts with Archive departments of Douglas, Boeing, and United Airlines have provided no information about why the ALTERNATE AIR scoops were removed from the aircraft that once had them, (along with who removed them) and why the ALTERNATE AIR scoop was not continued as part of the aircraft's design on later models. The UAL DC-7 instruction manual I purchased (on line) is circa early 1960's, and has no mention of the unusual second air scoop or the unique carburetor air system described by Harry Gann and pictured on N6316. So, there you have the mystery. If anyone has information that might help answer the three questions (Why and when was the unusual ALTERNATE AIR scoop removed? Who removed it? Why was it not placed on later series of the DC-7?) I will greatly appreciate hearing your thoughts and ideas as I am trying to complete an article regarding the subject (my E-mail. ebbyj@comcast.net) - *Dan Jessup*

CRUZ NEWZ

We had 124 RUPA Souls On Board (the abbreviation doesn't work) on the recent cruise to Alaska. This was the sixth RUPA cruise and we were blessed with some new retirees who had not attended any previous RUPA activity. I personally was pleased to spend some time with friends from the past. The weather was a little wet, but the scenery was magnificent.

A Little History

RUPA began cruising as a group in 1996. The convention in Maui the previous year was not well attended; we had 121 attendees. The BOD voted to go along with a cruise convention in '96 and we set out for Bermuda. The response was great – at one point we had 418 signed up, but the final number was 380.

In 1997 we had a combination hotel convention in Vancouver, B.C. and our first cruise to Alaska. Hardly any of our members came for the convention, but we had 186 on the cruise. As a result, RUPA opted for a New England convention cruise from Montreal. Now we all know that cruises aren't for everybody, so the BOD in its intrinsic wisdom changed the rules so that we now have a hotel convention every two years and the biannual cruise has become solely a social event.

We held conventions in Las Vegas in 1999 and 2001 (just after 9-11) and our last hotel convention was in SFO in 2003. Our cruises were: the Mexican Riviera in 2000, the Panama Canal in 2002 and our latest to Alaska in 2004, which was the lowest number of participants for our main cruises. There have been other small groups of Ruparians who have sailed around Europe and the Mediterranean. On the Alaskan cruise, Rich Bouska proposed a European cruise from Copenhagen this coming June. If you are interested, contact Jerry Poulin 508-829-3068 or cell 508-868-1716.

As a side note, our next convention is in the DCA area (close to Dulles), October 13th through 17th, 2005. There will be announcements and sign up in future RUPA Newsletters.

The Reason I'm writing this

It's not too early to think about the RUPA cruise for 2006. It is to our advantage to get to the cruise line early enough to block off desirable cabins. I did an extensive survey in 1998 and some of that information is still relevant, but an update might be in order as we now have new members and the cruise departures have changed as ours and the world's situation have changed. Jerry and I have talked to many people concerning trips for the future, but it would help if we heard from more people that would participate. One of our prime considerations is that we have to have accessible arrival and departure points to accommodate a large group. If you are interested, please respond to me through e mail or any other way you are comfortable with. jferrie@charter.net phone 508-832-3063. Regards..... *Joe Ferrie*

FLU DEATHS OUTRAGEOUSLY EXAGGERATED TO INCREASE VACCINE SALES

Joseph Mercola, D.O.

Who hasn't heard the dire warnings of the media that the flu can kill you and in fact kills over 36,000 people a year? I am sure most of you have. Has anyone ever gone to the government's web site, the CDC, to confirm this number? Probably very few of us have. I know I certainly did not, and was disappointed with myself for not doing so once I reviewed the findings a lay person came up with after doing so.

If you go to the CDC's main flu page [<http://www.cdc.gov/flu/keyfacts.htm>] you will find the 36,000 deaths number and a link to the actual [flu table that has the death statistics](#). But if one goes to the [more comprehensive overall death report](#) you will find that only 753 people died of flu in 2002. This is over 93% less deaths than the CDC is reporting.

My guess is that they are including the pneumonia deaths in with the flu deaths.

Seems like quite a reprehensible strategy to increase the sales of flu vaccine that actually backfired this year because of bacterial contamination in the British plant that produced the vaccines.

mercola.com/blog

[The approaches described in this newsletter are not offered as cures, prescriptions, diagnoses, or a means of diagnoses to different conditions. The author 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]

WILLIAM M. JONES—Littleton, CO

Dear Cleve; Enclosed is the check for another year's update on what UAL and us retired folks are doing.

All is well here in Littleton, CO on our lake. Jo and I stay busy working with non-profit groups and helping in our community. We have been traveling a bit. We went to Zimbabwe to see friends and hunt; then Spain to see more friends and hunt. San Diego and Pensacola are regular stops to see family; we enjoy their visits with us, especially during the holidays. Pheasant season opens in South Dakota, so I'm off for that.

With the shape UAL is currently in, a few of us have made some gallows jokes about becoming greeters at certain local stores. Interesting times... My best to all of you. *Bill*

BRUCE C. KENNEDY—Spring Lake, MI

Sorry this is a month late but its been a very busy summer.

All is well with me as I turn 71 (still wonder where the time has gone).

My wife and I are still enjoying good Health enjoying our nine grand children. I spend my summer free time on my 37ft sail boat (Tailwind) that I use on Lake Michigan.

I had planned to buy something in Florida, but now I'm glad I didn't. No Hurricanes in Michigan but the winters are too long.

Keep up the good work on *RUPANEWS*. Hope UAL survives. I guess we really did work during the airlines best years. *Bruce*

DONALD F. KING—Boulder, CO

Cleve, A day short of a month late, but Ellie had extensive back surgery and I serve as GOFER. She had three vertebra fused before and that was expanded to eight. Parallel steel rods about nine inches long extend from just about the tail bone up. Tough to get used to and Hula Hoops are definitely out.

Thanks to all you and the committees do.

Sincerely, *Don*

JOSEPH KOLLAR—Nutley, NJ

Dear Cleve, I just want to express my gratitude to all who make the time and effort to put out a very informative publication as well as maintaining a venue for former colleagues to keep in touch.

By this time, I thought I would have built my log cabin in upstate New York, but events have precluded my even beginning its construction.

My best friend died from cancer in April and I spent several weeks with his family.

In June, after attending a B52 Association Convention in Tucson, I remained longer to visit acquaintances and sightsee.

In September, the Arc Light/Young Tiger Association met in Colorado Springs for a week of festivities. My disappointment from watching Southern Cal obliterate the Air Force Academy passed very quickly as I met more and more people whom I had not seen since my days on Guam and U-Tapao.

Also, in September, the Clipper Pioneers, Pan Am's Retired Pilots' Association gathered in Atlantic City to listen to Frank Abagnale of "Catch Me If You Can" fame. He gave a very lively speech about his former life and his involvement these days in defining and solving security problems for the government.

Now that my calendar in clear and I have time to begin work on the log cabin, the weather has turned.

Oh well, next year, maybe!

Best regards to all, *Joe*

DON KYTE—Ft. Myers Beach, FL

My 76th birthday is tomorrow so this annual letter is on time for the first time in recorded history.

My health is good and I could still pass a First Class physical if I cared to. In fact, now that I am jogging my full 2 miles on what's left of our beach after hurricane Charley, my weight is down to what it was when I was wearing my old taupe uniform. I know because I can get into the uniform shirt I wore then without popping any buttons (like I did on the rest of my old shirts).

We made a trip in our RV from our summer place at Coeur d'Alene lake in North Idaho to Juneau last May with our two teenage grand daughters to show them S.E. Alaska. I had flown my Seabee up there

for ten years following my retirement in '88. These were flight-seeing flights over the whales and glaciers for the passengers on a bunch of small tour boats. If anyone is interested they could order a booklet I wrote about those ten years; contact me dvkyte@comcast.net. After closing down that operation I sold my Seabee to fellow Ruparian, Walt McNamara who had his annual letter published in last months *RUPA NEWS* (Oct. 2004). I am happy to hear Walt is having fun flying it and putting it to good use. That Seabee has a long history of ownership by United pilots. I bought it in 1964 from 3 United Flight Engineers (now all retired captains) when I was a DC-6 co-pilot. (That's a First Officer for all you young whipper-snappers!).

After selling my Seabee to Walt, I had a SeaRey homebuilt amphibian built for me. I thought it would be a fun little amphibian my wife and I could play with and even had a Rotax 914 turbo-charged engine installed and all the radios and instruments I might need for a long trip to Alaska, if I wanted to. It WAS a fun little plane to play with for short flights around Florida, but was too light for long cross country flights. Partly because of the uncertainty of our retirement when United declared bankruptcy, I sold it to a man in Sandpoint, Idaho and agreed to deliver it to him. I found out on that trip that a long distance flight was more work than fun in a light homebuilt. As costs of plane ownership increase, as well as regulations and restrictions, I am happy to have done all my flying when it was FUN and am now ready to move on to other hobbies. I still have dreams about flying but they are about the Seabee, not the SeaRey. My heartfelt thanks to all who put in so much time and effort at RUPA. *Don*

TOM LAMBRICK

The last rays of the setting sun plays off lead's fuselage...I ease a few inches closer, until the anti-drag wire and the front windshield frame on his aircraft are perfectly aligned. His rudder, with "Stearman" emblazoned across it, I tuck into the triangle formed by my forward "N" Struts. OK...this is the spot...now don't let anything move! The four big biplanes thunder around the Cottage Grove, Oregon airport, propellers flashing, the famous "round sound" of the radials bellowing out that sweetest of mechanical noises. We are in echelon right formation, and are about to make our final pass of the

display. Lead very slowly rolls into a turn and lines up with the crowd...a small hand signal and he starts a shallow descent...down to 500 feet. I check my opposite number across the formation...we are perfectly positioned, my aileron sight-line an extension of his. Lead transmits.."One half mile to show center". Then with every fiber of my body strung like a taut cable, willing my hands to stay relaxed, we arrow forward. The air is still and smooth, we are frozen in place... In a calm and measured voice, lead calls..."Number two, smoke, smoke..Now!" I flick the guarded switch next to my throttle, and white smoke billows out of the big Pratt and Whitney's exhaust stack...a dazzling trail of vapor begins to trail behind me, and more than a little finds it's way into my open cockpit...."Number two...break, break, Now!" I advance the throttle to 30 inches of manifold pressure, leaving the prop at 2000 RPM, as I slowly...so slowly, pull up and out of the formation. When I'm 50 feet above my teammates, a gentle bank to the west, turning 90 degrees away. The sun is setting directly at my twelve o'clock, and the smoke trail is brilliant. The rest of the formation plows on straight ahead, a gaping hole in it where I had been. The missing man. I climb up and up...looking back to see the crowd, the airfield, my "Spirit of Freedom" squadron droning to the south. I am choked up...this always happens to me. I can't believe how lucky I am to be able to honor our veterans in this way. Or how fortunate that I live in America... *Tom*



"One day you'll look up from that newspaper and find me gone!"

GERRY LOVET—Sequim, WA

It will soon be one year since John flew west and he is so sadly missed. How he would have hated to see what has happened to the airline business that he so dearly loved, especially United.

Many thanks to all who put in their effort to keep the *RUPANEWS* going, and for continuing to send it to me. Check enclosed for his birthday month.

Sincerely, *Gerry*

CLYDE LUTHER

Little bit late this year but I must say it has been quite a year. Once a gain it was a big year on the golf course...Officiated at many, many tournaments again this year but I guess the Open at Shinnecock, the Women's Open at the Orchards in Mass. and the US Amateur were highlights for the year. I shouldn't miss mentioning the NCAA Championship. I have been doing this for a number of years and it is hard to believe how good so many of these young men are today. There use to be just a few but now....you just wouldn't believe it. Already scheduling and preparing for 2005 and anxiously looking forward an exciting year.

I shouldn't say that golf was the highlight of the year because a number of other things took place in our family that was quite exciting. Our oldest son (high school) baseball coach and his wife and twin daughters lived with us for eight months while a new house was being built. This was quite an interesting time for my wife and myself to wake up every morning to the voices of two 3 year olds. It certainly was a high point in our lives.

In the middle of all this Claudette had to have major surgery but has recovered quite nicely. A strong lady.

Clarks' and my older brother recently passed away in Florida which obviously was a low point in our year. Our older brother was a retired pharmacist. Attending the services gave me an opportunity to see Clark and I was happy to see him doing well.

Another high point for the year was the Capital reunion. It was great to see and visit with so many former colleagues and friends. Very sad to walk away and know that you will never see some of these fine folks again since this is the last one that will ever be held.

Thanks to all that make the *RUPANEWS* possible. It is not an easy task. *Clyde Luther*

DICK MCCORMICK

Greetings to all and THANKS to the *RUPANEWS* crews. Just a note to let you know Pat and I are doing very well. Even the golf game has gotten up to a fair level. We are still bouncing around in our C-185. Although having to work very hard at keeping the little tail wheel, in the back, at all times.

I hope enough of you read this next part so that the word gets around about the story I have to tell. I went to the OSHKOSH FLY IN this year and had a great time as always. One afternoon after it had rained, I walked down to one of the food stands to get a bratwurst and a big orange. Since it had just rained and all of the seats were wet, the handiest table happen to be a large trash container that had the lid closed. I laid my big orange drink down on the lid and was enjoying the conversation when I looked down at the lid, which was covered with about an inch of rain. I saw a shiny object in the water. My curiosity got the best of me and I picked it up. It was a silver ALPA battle star pin. So if you know of the person who lost this pin, have them get in touch with me. Many thanks, to the many people who made a good career, a GREAT CAREER. *Dick*

EARL D. MCKENZIE—Mission Viejo, CA

Hi Cleve, Late as usual but here's my dues at last. I also thought I'd drop a short note to let all my friends out there know how things are going since my Transplant surgery three years ago.

The good news is I'm still kicking and stubborn as ever. Life is good. My wife and I were gone most of the month of August on a trip and cruise with two other couples (non-airline types) so we had to buy full fare airfare from LAX to Rome and Heathrow to LAX. We had to book on US Air to Rome and UAL home. Because of the timing, Princess Line couldn't guarantee we'd make the direct flight to LA so they had us on a flight to ORD then on to LAX. We weren't to keen on that. Our itinerary was Rome for a week then board the Royal Princess at Civitavecchia then daylong stops at Livorno, Cannes, Barcelona, Gibraltar, Casablanca, Cadiz, Lisbon, Vigo, Le Havre, then on to Southampton. Along the way we were able to get into Florence, Pisa (Tower does really lean), and at Le Havre we were able get to Normandy. Normandy was the

high point of the trip. The American graveyard is beautiful and it gave us a feeling of reverence. The French people there were friendly and gracious. We even had some people come up and embrace us with tears in their eyes and thank us for being Americans. Some of the French people do remember the American sacrifice. It gave us all new hope for the French. If you haven't been there, it's a must. I was surprised to learn that all the Americans are buried on American soil. The area was officially deeded to the US. Also all crosses and headstones face the U.S.

When we got to Heathrow we found out the direct flight to LAX was still there so we used our passes to get on. First Class even. The other two couples had never been to London so they decided to take a few days there. The entire trip was great until we got to LAX. It took two hours to get the bags to baggage claim. I was told by a couple of United people in the claim area that this a daily occurrence for the Heathrow flight and they had complained about it many times. They said that only one person had been allocated to unload this particular flight. No matter what the cause United really pissed off a lot of our passengers some of which were business Million Milers. This isn't a way to run an airline. Thanks load for you people at *RUPANEWS*. All of us out here really appreciate it. *Earl*

GEORGE MENDONCA—San Mateo, CA
Cleve, It has become a very dull routine for me after 10 years. I have been trying to work on the Mustang. I am having trouble with the propeller speed reduction unit (PSRU). The man that is to build the PSRU is stonewalling me. I paid in full February 2003 and he isn't delivering the unit. I am sorry to say I've gone to court to get something done.

I am still flying Young Eagles for the EAA and hope to get to 800 children by the end of the year. I flew a fleet open cockpit biplane today and it was a "blast"! The United Flying Club (I'm vice president) is losing so many members that we will have to sell one of our three planes. It's a tough decision for the board of directors.

As in the past, I don't have a lot to say except to keep on plugging along. *George*

EDWARD L. MILLER—Santa Rosa, CA

Dear Cleve, I finally found my true calling a year ago September when I ran off and joined the flying circus (actually the 2003 National Air Tour) which toured the Midwest and Southeast with thirty 1932 and earlier antique airplanes. I flew a 1931 Stearman Cloudboy and a 1929 Travelair A6000A for organizer Greg Herrick and felt like I'd died and gone to airplane heaven.

I'm still flying as much as ever. Mostly in my own airplanes, but I am doing a little flight instructing and also some flying in a light twin. I recently got back from my second round trip transcontinental flight in my Stearman this year. Attended the Antique Association Fly-In at Blakesburg, IA, then spent a week in Galesburg, IL at the National Stearman Fly-In and took the long way home via Kill Devil Hills, NC, Orangeburg, SC and Wichita, KS. Here is my check. Thanks for all the great work that goes into the *RUPANEWS*.

Ted

AL MILOTICH—Glen Ellen, CA

Dear Cleve, A lot has happened during the past year. I remarried last August to a wonderful lady — Jane, after having been widowed for more than five years. My first grandchild arrived in October. My daughter and son got married. A time in the not too distant past I didn't think any of my children would ever marry. In a period of less than a year, two have married and another is in a serious relationship. I sold my house in San Carlos where I had lived for more than 30 years and moved to "Wine Country" — Glen Ellen, CA.

Jane and I traveled to Italy, Costa Rica, Maui, Montana (went to a dude ranch which was really fun; the owner is a Northwest pilot) and the east coast.

My parents-in-law were spared any major damage to their home in Punta Gordo, FL from the hurricanes. They were really lucky.

I am really enjoying retirement and seem to be busier than ever. I have an acre of land with grape vines (I intend to become a little old winemaker this fall) and lots of fruit trees. Needless to say I'm being kept quite busy. After knee surgery last year, I am ready to get back to playing tennis and I am threatening to take up golf. Better duck if you see me on the golf course. *Al*

From the desk of
Jerry Poulin
Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520
508 829 3068
800 309 2023 pin#33

To: Rich Bouska
From: Jerry Poulin

Europe Cruise

June 30, 2005
Ten Days Gems of the Baltic

Holland America Westerdam (new ship)

Itinerary:
Copenhagen
Tallin
St.Petersburg (two days)
Helsinki
Stockholm
Visby
Berlin (Warnemunde)
Copenhagen

Category K Inside Cabin \$1989.
Category E Outside Cabin \$2189.
Category VD Verandah \$2489.
Verandah categories above VDs are available for \$40. per category. e.g VC \$2519
VB \$2559 VA \$2599.

If there are at least 8 cabins sailing, there will be a cocktail party and a possible upgrade.*

***Upgrades are only from inside to inside, outside to outside, verandah to verandah.**

All prices include port charges and taxes and fees imposed by the cruise line.

These prices are better than the Mariner rates posted in the latest brochure.
Please contact me with any questions.

Jerry

RUPA BOOKING SHEET

JUNE 30, 2005 Europe Cruise 10 Day Gems of the Baltic
SS WESTERDAM HOLLAND AMERICA CRUISE LINES

NAMES _____

ADDRESS _____

Telephone(s) _____ email address _____

Mariner Numbers _____

Dining Preference Early ____ Late ____

____ Inside Cabin Category ____ Cabin Number _____

____ Outside Cabin Category ____ Cabin Number _____

Price includes \$276.41 in port charges and taxes.

Total Price Per Person _____ Total Price Per Cabin _____

Deposit \$600.00 per person ____ Due at time of reservation.

Balance _____ due on or before April 10, 2005

____ Check made out to Jerry's Travel Service

____ Credit card MC VI AMEX DIS (circle one)

Card # _____ Exp. Date _____

Name on Card _____

Cancellation Penalties:

75-46 Days before sailing \$600 per person

45-16 Days Prior to sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

Other Information:

PATTY MITCHELL

Dear Ted,

Hard to believe I have been out of the jet cockpit for over a year now. Time flies when you are having fun! I only lasted 3 months not flying before I bought a 1969 Cessna 182 with a run out engine, poor paint and an interior that looked like a brothel. Perfect!

Since last year I put a new engine overhaul on her and new 296 Garmin GPS and other avionics and have flown over 200 hours across America. It is so nice to be absolutely free of security and other hassles. All alone in the Big Sky is wonderful. I have been teaching my 14-year-old grandson to fly and picking up his brothers in Montana but usually is just Sydney (the dog) and me.

Last March I rolled a new Ford diesel pick up in Fargo traveling back from Wisconsin to Montana. That is when I decided to get a new engine in the airplane since that mode of travel is so much safer. My husband, Robert, is working in Wisconsin for Gulfstream but we still have the ranch in Montana. We have decided to sell everything including the ranch and buy a 50-foot boat and live on it when he retires. We want to do the Great Loop, which starts in Lake Michigan and goes around Florida up the East Coast and back again. It should take 10 months to a lifetime to do this cruise. Life on a boat will be simple and fun.

I really enjoy reading the newsletter and keeping up with the latest at UA and friends I have known through the years. Life is good!

Wheels up, *Patty*

ARTHUR J. MOUNT—Stony Brook, NY

Cleve, I guess the tardiness of this check, two months worth, means I really am officially retired. See enclosed check. All is reasonably well on the north shore of Long Island.

Our middle child, Terri, recently got remarried to a great guy. He comes equipped with two daughters, age 7 and 5, and they are as close to being our real grandchildren as we could ask for. Without any thought, they refer to us as Grandma and Grandpa Mount. We love it.

My son, Christopher, will be getting married next spring to a lovely lady. He's a Fire Marshall at the nearby hospital and university.

Our oldest daughter, Tracy, lives about 45 minutes from us here on Long Island. Our grandson Kyle started kindergarten last week and already has been threatened by his teacher to see the principal! Like father -like son.

My better half recently had a hip replacement and I'm scheduled for a knee replacement in November. We then can be referred to as the Bionic Couple. With titanium hips and knees don't get behind us in the airport security line.

We decided to spice up our lives by getting a Golden Retriever puppy in May. Although she adds a great deal of pleasure to our lives, we forgot how much work having a puppy can be, it's as bad as having another child but with no tax deduction! Her name is Amber, but if I knew how active and mischievous she would be, I would have called her Piss n' Vinegar.

While my normal retirement date was two months ago, I left early, some sixteen months ahead of schedule. While this was difficult in many ways, it truly was the best thing I could have done for my mental health as it was clear that it was going to get ugly when UAL filed for bankruptcy.

Like everyone else from United, I am so sad to see what's occurring at United. I hope Ferris, Wolf, Goodwin, and the other culprits are proud of what they did to this once great company. There is something seriously and fundamentally wrong with America's corporate culture.

Best wishes, *Art & Shirley*

KEN C. MYERS—Haywood, VA

Dear Cleve, Another year and another birthday (9/10/14) has slithered by. I'm still kicking, but at a lower target. I'm enjoying good health with a devoted companion, a ten year old Doberman. She survived a false pregnancy and "whelped" two puppies (toys) and really put on a show feeding, bathing etc. Sure beats TV.

Looking for a better season for the Redskins this year. Coach Joe Gibbs, who took them to the Super Bowl several years ago is back.

The local DMV optimistically renewed my drivers license for another five years. Any bets???

Regards, *Ken*

JAN AND JIM NOBLE

First, our thanks to all of you who give so much of your time to prepare and mail this newsletter. Since our last letter we've had an interesting and busy year. In early November Jan was in the hospital for eleven days for surgery for a twisted intestine. Over Thanksgiving weekend we took our two youngest grandchildren (10 and 13) to Disney World. They had a wonderful time riding all of the hairy and scary rides many times. It was a good time to visit as it wasn't crowded. On New Year's Eve Jan was back in the hospital for surgery to remove scar tissue that had formed from the previous operation and was blocking her small intestine. After three months of recovery she is back to working out at the health club, walking and playing tennis.

In February we visited friends in Maui for a delightful week and later that month my son and I went skiing in Winter Park for a week. March found us on a family (eleven of us) cruise of the Mexican Riviera. We chose RCCL as they have the best children's programs. A highlight of the trip was swimming with the dolphins in Puerto Vallarta (and actually riding on them!). In April we drove the Vette to Bowling Green for a C-5 rendezvous and a visit to the Corvette factory. The weather was great and it was a chance to join 300 other owners and talk cars. May was busy with a driving trip to Williamsburg, Annapolis and Washington, DC. We did the historic tours of Williamsburg, Jamestown and Yorktown, visited friends in Annapolis, saw the two Air and Space Museums. We left DC early and made Chicago that evening cruising the Vette at 75 and 80 mph just to keep up with the traffic. My son, Brent, and I drove to see the Indy 500 race. I haven't been there in fifty years and has it changed! Stands are almost all around the 2 1/2 mile track, there were 300,000 plus spectators, laps driven at 218 mph and 11-second pit stops to change 4 tires and refuel. Prize money for this race was over 10 million.

In June we worked at our church's charity flea market that took one year to plan, two weeks to organize and collect and three days of sales. Over 300 people worked to make it happen and we took in over \$90,000 to help families in need. In July our 23-year old grandson from San Diego visited us for a week. He's a car guy so it was off to Indianapolis

to tour the speedway, then to the Air Force Museum in Dayton and finally to Auburn, IN to visit the museum of Cords, Auburns, and Dusenburgs. My brother Ray and his wife visited us the last week in July. Ray and I drove to the EAA air show in Oshkosh for a day. The rest of the week we went sightseeing with them in the area. August was the really big month when we flew to Helsinki for a 3-week tour of Finland, Norway and Copenhagen. Grand Circle Travel was the company that produced the tour and it was the best we've ever attended. Highlights of the trip were a five day cruise of the Norwegian fjords and having dinner with two Sami Indian families (Formerly called Laplanders). A week after our return we flew to Penn Yan, NY in the Finger Lakes area to visit my brother and sister-in-law in their 200-year old farmhouse that they are restoring. Jan and I celebrated our 54th wedding anniversary in September and on October 11 I turn 75. Where in the hell has the time gone? How did I get so old so quick? Still playing tennis, skiing, walking and jogging, biking, playing bridge and asking Jan "what's for lunch?" Life is good and let's hope it stays that way.

Jim Noble

C. A. RYAN—Coeur D'Alene, ID

20 out and looking for the big 80. Time flies! Still flying the Cessna and shortly taking up a heading of 180° for the winter.

Anyone unlucky enough to join the prostate big C club should not miss investigating the Loma Linda California Medical Center Proton Treatment Center. Their cure rate is phenomenal and without the debilitating side effects of surgery, plain radiation etc. Call 1-800-protons for data.

Enjoying the football season, go Cougars (WSU).

Chas

BOB SCHNEIDER—Miami, OH

Dear Cleve, the check is in the mail, late as usual. Living near CVG, Delta's second largest hub, had its advantages. We're flying nonstop to Vegas for my USAF 40th reunion of my pilot training class 65-C. Got a "buy one, get one free" deal on Delta. Lee Bair, another ORDFO retiree was one of my T33 instructors and will be at the reunion. *Bob*

LANE SHOWALTER—San Diego, CA

Dear Cleve, Sorry I'm late. No excuses. All is well, more or less. Some travel, various projects keep us busy. New granddaughter on the way!

As always, we appreciate the hard work for a great news letter. Sorry about Jock.

Thanks again, *Lane*

PRESTON G. SMITH—Wilmington, NC

Dear Cleve, I knew there was something I forgot to do after I retired. I'm having what is probably a typical retirement problem — I have so little to do, I accomplish hardly any of it. I discovered I really wasn't prepared for retirement; I suspect that, too, is typical. I've also come to appreciate the efficacy of age 60 retirement. I just recently came to realize that RUPA was more than obituaries and old guys talking about the good ol' days — they were better, though, weren't they? Unfortunately, these will be someone else's "good ol' days" — good grief!

With the election just around the corner, I was wondering how great it would be if we each voted for the candidate based on honesty, integrity, morality and leadership qualities instead of some singular, petty, usually selfish financial motivation. It would usually be a no-brainer wouldn't it?

Well, I better go get some more plywood; this week's hurricane has us boresighted.

Best regards, *Bud*

BIZARRO *Piraro*



DWIGHT TERRELL

Number 87 rolled around this month, and I can only say the fall of my life is not as much fun as the spring and summer. However, all is not bad - Bill Matheny keeps us in trout, we have family here who brighten our lives, and good friends and neighbors who visit and offer help, and Steve sees to all my needs and comforts. And, of course, the great grand kids just keep coming - we have 12 now.

Thanks to the RUPA crew, and check to Cleve.

Dwight Terrell

DON TRUNICK—Escondido, CA

Hello Ted, This October is my 20th year of retirement and I will reach the BIG 80. We are in good health considering the "Golden Years". Have done no air travel, seems too much hassle. We did a 15 day cruise ship from SAN to Hawaii. Stopped at 5 islands and return to SAN. Am in my 14th year as docent at the San Diego AEROSPACE Museum. The museum now has the original Apollo 9 Command capsule on display in the rotunda. The SPIRIT OF ST. LOUIS replica is at the Gillespie Field annex being refurbished. Should be back at the museum by summer 2005. The restoration of the Boeing P-26A is coming along slowly. The GEE BEE RI is progressing somewhat faster. The Sopwith PUP is now on display at the museum in uncovered condition. The average age at the restoration shop is 79 !! Appreciate all the work that goes into the RUPANEWS. However, I recognize a few names now, though find the various things that other retirees are doing most interesting. Hope UAL survives. Check is in the mail to Capt Spring.

Don

JOE UDOVCH—Laguna Hills, CA

Hi Ted, Cleve, and greetings to all. Another eventful year has passed with a lot of uncertainty still facing us here at United.

I'm in that group of retirees who have curtailed most of their airline travel due to the hoops we have to jump through as a result of both 9-11, and the company's bankruptcy status. I know it's somewhat defeatist to allow these events to shape our lives, but then as an alternative, you can make accommodations, and do other things.

I personally like to get out and do things actively, like riding my bicycles almost daily, hiking in the mountains, and swimming in the ocean. Fortunately, climate and proximity here in Southern California permit these activities for a large part of the year.

Just got back from a Las Vegas reunion of my first Navy squadron, and enjoyed that immensely. It hardly seems possible that more than 40 years have gone by. Learned something this trip that most Vegas locals already know: that there are things to do besides what is found on the Strip, notably, the downtown Fremont Street area (what is known as "Old Las Vegas"), and many other places around a town which has grown at a tremendously rapid pace over the last several decades.

Also checked out Hoover Dam and Lake Mead once again, and Boy! are we in trouble here in the Southwest, water wise, unless El Nino bails us out this year, with an especially wet and snowy Winter. The Colorado River system and the many reservoirs along the way certainly need replenishment after so many drought years.

Became a granddad for the first (and possibly only) time last month. My kids seem to be like a lot of today's younger generation, who are waiting longer before starting their own families. Makes it tough on us erstwhile proud and doting grandparents. I guess it has a lot to do with the uncertainties with which these young folks are faced in today's world.

Aside from all the above, life goes on apace, with health, wealth and attitude keeping me going strong for now.

Check's in the mail to Cleve, and a big thanks to all of you in SFO who keep churning all this stuff out to us. Cheers, *Joe*

THOMAS A. UTSEY—Crystal River, FL

Cleve: I apologize for the snail mail. Tried computers and they bore me no end. Only thing I could find on it was someone trying to sell something.

Wife, Helen, and I haven't been using the Passes for travel. The hassle at the airports, the decline of the Dollar and the anti U.S. attitude turns us off. Been using the Interstates for Travel and that is also getting to be a hassle. Too many cars and too many trucks.

Just turned eighty-five and still able to do a half days work without a nap. We don't take any drugs. We both take Vitamin and mineral supplements. We both try to stay away from doctors and hospitals. Can't afford them anyway.

My heart goes out to you recent retirees. Hope they work out something acceptable for you. In the early eighties we were offered the option of purchasing Annuities from CIGMA, which I opted for. Glad I did.

Enclosing check for two yrs. Good health to all.

Thomas & Helen

BOB VOGTRITTER

Years ago, during idle minutes while cruising at high altitude I would often wonder when that day came off in the distant future when United would have as many or more retired employees as it did active employees, how in the world would it ever come up with the huge financial amounts that it would require. Well, that day in the future has finally arrived and I guess I have the answer. Like most of you, I feel very helpless watching our friendly competitors and financial commentators write UAL's obituary on a daily basis. Several of us came up with the idea of having UAL's retirees and active employees get together and come up with large loan to UAL to get it through these very tough times. Not only would it be a huge help to our company but if UAL is to give some lender 7 or 8 percent interest, or more, why shouldn't it be us? It sure beats the 2 and a quarter percent I'm getting now. Would it be risk free? Absolutely not, but what's the alternative? Unfortunately, the entire issue has become much more complicated because of the huge pension obligations. Stay tuned.

On a lighter note, I've just returned from our second monthly luncheon of the newly organized Honolulu RUPA group. It's a small but lively mixture of retirees and active pilots that commute to the west coast but prefer to live here in paradise. We lamented the company's missed opportunities here and elsewhere. For some reason, after deregulation, when opportunities were everywhere, United chose to play the role of a sleeping giant. But don't get me started.

Bob Vogtritter HNL

DRUGS

[CAUTION: This information has not been verified. Use the information at your own risk.-Ed.]

Did you ever wonder how much it costs a drug company for the active Ingredient in prescription medications? Some people think it must cost a lot, since many drugs sell for more than \$2.00 per tablet. We did a search of offshore chemical synthesizers that supply the active ingredients found in drugs approved by the FDA. As we have revealed in past issues of *Life Extension*, a significant percentage of drugs sold in the United States contain active ingredients made in other countries.

In our independent investigation of how much profit drug companies really make, we obtained the actual price of active ingredients used in some of the most popular drugs sold in America. The chart below speaks for itself.

Celebrex 100 mg Consumer price (100 tablets): \$130.27 Cost of general active ingredients: \$0.60 Percent markup: 21,712%
Claritin 10 mg Consumer Price (100 tablets): \$215.17 Cost of general active ingredients: \$0.71 Percent markup: 30,306%
Keflex 250 mg Consumer Price (100 tablets): \$157.39 Cost of general active ingredients: \$1.88 Percent markup: 8,372%
Lipitor 20 mg Consumer Price (100 tablets): \$272.37 Cost of general active ingredients: \$5.80 Percent markup: 4,696%
Norvasc 10 mg Consumer price (100 tablets): \$188.29 Cost of general active ingredients: \$0.14 Percent markup: 134,493%
Paxil 20 mg Consumer price (100 tablets): \$220.27 Cost of general active ingredients: \$7.60 Percent markup: 2,898%
Prevacid 30 mg Consumer price (100 tablets): \$44.77 Cost of general active ingredients: \$1.01 Percent markup: 34,136%
Prilosec 20 mg Consumer price (100 tablets): \$360.97 Cost of general active ingredients \$0.52 Percent markup: 69,417%
Prozac 20 mg Consumer price (100 tablets) : \$247.47 Cost of general active ingredients: \$0.11 Percent markup: 224,973%
Tenormin 50 mg Consumer price (100 tablets): \$104.47 Cost of general active ingredients: \$0.13 Percent markup: 80,362%
Vasotec 10 mg Consumer price (100 tablets): \$102.37 Cost of general active ingredients: \$0.20 Percent markup: 51,185%
Xanax 1 mg Consumer price (100 tablets) : \$136.79 Cost of general active ingredients: \$0.024 Percent markup: 569,958%
Zestril 20 mg Consumer price (100 tablets) \$89.89 Cost of general active ingredients \$3.20 Percent markup: 2,809%
Zithromax 600 mg Consumer price (100 tablets): \$1,482.19 Cost of general active ingredients: \$18.78 Percent markup: 7,892%
Zocor 40 mg Consumer price (100 tablets): \$350.27 Cost of general active ingredients: \$8.63 Percent markup: 4,059%
Zolof 50 mg Consumer price: \$206.87 Cost of general active ingredients: \$1.75 Percent markup: 11,821%

Since the cost of prescription drugs is so outrageous, I thought everyone I knew should know about this. Please read the following and pass it on.

It pays to shop around. This helps to solve the mystery as to why they can afford to put a Walgreens on every corner.....

On Monday night, Steve Wilson, an investigative reporter for channel 7 News in Detroit, did a story on generic drug price gouging by pharmacies. He found in his investigation, that some of these generic drugs were marked up as much as 3,000% or more. Yes, that's not a typo.....three thousand percent!

So often, we blame the drug companies for the high cost of drugs, and usually rightfully so. But in this case, the fault clearly lies with the pharmacies themselves. For example, if you had to buy a prescription drug, and bought the name brand, you might pay \$100 for 100 pills. The pharmacist might tell you that if you get the generic equivalent, they would only cost \$80, making you think you are "saving" \$20. What the pharmacist is not telling you is that those 100 generic pills may have only cost him \$10!

At the end of the report, one of the anchors asked Mr. Wilson whether or not there were any pharmacies that did not adhere to this practice, and he said that Costco consistently charged little over their cost for the generic drugs.

I went to the Costco site, where you can look up any drug, and get its online price. It says that the in-store prices are consistent with the online prices. I was appalled. Just to give you one example from my own experience, I had to use the drug, Compazine, which helps prevent nausea in chemo patients. I used the generic equivalent, which cost \$54.99 for 60 pills at CVS. I checked the price at Costco, and I could have bought 100 pills for \$19.89. For 145 of my pain pills, I paid \$72.57. I could have got 150 at Costco for \$28.08.

I would like to mention, that although Costco is a "membership" type store, you do NOT have to be a member to buy prescriptions there, as it is a federally regulated substance. You just tell them at the door that you wish to use the pharmacy, and they will let you in. (This is true, I went there this past Thursday and asked them.)

Sharon L. Davis Budget Analyst U.S. Department of Commerce Room 6839 Office Ph: 202-482-4458 Office Fax: 202-482-5480 Email Address: sdavis@doc.gov<<mailto:sdavis@doc.gov>>

RAYMOND WELCH—Saint Cloud, FL

Sorry about being late with my yearly dues. The farm is a disaster area. After three hurricanes and a tropical storm, I'm up to my butt in crap. This is like having a real job. I spend each day making repairs and cleaning up debris.

By the way, I really would like to compliment everyone involved with *RUPANEWS*. You folks do a great job.

Fraternally, *Ray*

LLOYD WHITLOW

I'm 8 Months early with this letter but I'm sending this information because some of our members might be interested in a Veterans Cruise we took in July 2004, and they could be interested in a similar cruise which departs in May 2005 from Honolulu, and is basically the reverse itinerary of the one we took.

The cruise we took was on the Pacific Princess for a 24 day cruise from Osaka, Japan to Honolulu, Hawaii.

This was a special cruise which visited places in the Pacific where we had battles during WW2. The ports of call were: Hiroshima, Okinawa, Iwo Jima, Saipan, Guam, we were scheduled for New Guinea but passed it up because of security reasons, in place of New Guinea we cruised by Kennedy Island and saw the Island where President Kennedy was stranded. From there to Honiara in the Solomon Islands, Majuro in the Marshall Islands, and the last port was Midway Island. On some of the sea days former members of each Branch of the Service met. We had Memorial Services either on board the ship or at the Monuments on the Islands. They had lectures about the places we visited, one lecturer was a retired Navy Admiral who had flown Navy Dive Bomber during the War. The average age of the 680+ passengers was in their late 70's or early 80's, there were also a few younger people on board. All in all it was a very memorable cruise, one of the most interesting cruises we have been on. It also showed me one thing, it was hot and humid and the living condition of our troops had to be awful, I was very happy that I flew my combat missions from England.

The same cruise in 2005 is in May-June on the Pacific Princess and is 25 days and takes in all the same places, except for Hiroshima they will visit Nagasaki and the cruise will end in Beijing, China instead of Osaka, Japan.

I would highly recommend this cruise, especially for those that served in WW2 or those interested in history.

Lloyd Whitlow

JOE WILDBERGER

Sorry this is late but September just completely got away from me and now October is threatening to do the same. Check is in the mail to Cleve. (he's probably heard that one before) Hardly seems possible that I've already been retired 5 years....even got my medicare card last month and can now ride the bus for 35 cents. Who says there's nothing good about getting old. Took another cruise this past year. Got a fairly good interline rate on Holland America and did the Greek Isles and a couple of stops in Turkey. I even got a seat in first class going to Frankfurt and one in business coming home although it was very tight both ways.

Well, last year I said that the pension check came this month and if it came next month that would be good. The same applies this year except that I think the light I see at the end of the tunnel is the proverbial train coming the other way. UAL has made it quite clear that they're going to get rid of the plans so I think that I'll take Rick's advice and check out the RUPA web sight to try to figure out what the future is going to be like.

Thanks to all you guys for all your hard work. It's always great to read the monthly journal and I know that it takes a lot to put it out. Best to all.

Joe Wildberger



CHRIS WITTENFELD

Hello all you Retired Folks,

38 years ago I was in Denver, Rich Bouska was giving me encouragement and advice on how to get through United's Flight School, the best school and airline in the world. How times change, they froze my retirement and frosted my attitude, so I retired 2 ½ years early. I have not been on a plane in a year and half; been so busy I have not had time. Retirement is wonderful, so many things to do, no stress, no schedules, the freedom and time to do as you please. Nancy and I are now grandparents; my youngest daughter Toni has a healthy happy five-month-old baby girl. We still live on the swamp out in meth-lab county, in the Evergreen State, feel free to stop in and say HI!

Good Health and Pension to All, *Chris*

IN MEMORIAM

BETTY L. BELL

Betty L. Bell, my bride of 56 years passed away. Lung Cancer; PLEASE*** don't smoke.

Harlin E. Bell

PHILLIP N. BENNETT JR.

Phillip N. Bennett Jr., 86, a retired airline pilot, died Sept. 27 of heart disease at Goodwin House West in Falls Church, where he lived.

Mr. Bennett became a pilot when he served in the Army Air Forces in World War II. He flew numerous bombing missions over Europe as the pilot of a B-17 Flying Fortress. He received the Air Medal and left the military with the rank of Captain.

He became a commercial pilot in 1945 with Capital Air Lines, which merged with United Airlines in 1961. He flew the Viscount turboprop, the Boeing 727 and the DC-8 before retiring from United in 1977.

Mr. Bennett was born in West Point, Neb., and moved as a teenager with his family to Leonardtown. He farmed with his father in Leonardtown before entering the military.

He lived in Alexandria for more than 45 years before moving to Falls Church in 1993. He was a member of the Masons and of Westminster Presby-

terian Church in Alexandria.

His wife of 49 years, Terry E. Bennett, died in 1999.

Survivors include two children, a sister, and two grandsons.

ELDON BERESFORD

Eldon Beresford was described as a pilot's pilot. Considered to be a quiet, caring, gentleman, he took his last flight just two weeks ago. He also shared his passion with many people, including underprivileged Chicago children in the Young Eagles Program. The program is run by the Experimental Aircraft Association, of which he was an active member. Mr. Beresford, 72, died of cancer Tuesday, Sept. 14, in his Huntley home. Mr. Beresford grew up in Iowa, attending a one-room schoolhouse where his mother was the teacher. As a teenager, he would wash planes at a local airport in exchange for flight time, said his son-in-law Robert Mayer. He was a United Airlines pilot for 38 years. After his retirement in 1991, Mr. Beresford continued to fly as often as he could. He owned a single-engine aircraft that he sometimes flew to Alaska, where he would fish and hunt. He also owned a military observation aircraft from World War II, which he flew each summer to the Experimental Aircraft Association's air show in Oshkosh, Wis. Mr. Beresford established a culinary scholarship program at Elgin Community College in the name of his late son Donald, who was a chef. Mr. Beresford was a Marine Corps veteran and a member of the Huntley American Legion. Before moving to Huntley five years ago, he lived in Sleepy Hollow for 20 years. He was planning to celebrate his 50th wedding anniversary Saturday with his wife, Jonetta. Other survivors include two sons, two daughters, and six grandchildren. Mass will be said at 10 a.m. Friday in St. Mary Catholic Church.

George Bracke

**MRS. ELIZABETH P. (BETTY)
HOFFMASTER**

I regret to inform you of the death of Mrs. Elizabeth Hoffmaster, widow of Ralph W. Hoffmaster. Ralph was the VP of Maintenance with Capital Airlines.

Jenny Goebel

NORM MC NEIL

Just a note to advise of the passing of Capt. Norm McNeil. Norm retired in '74. Started with PCA (Capital) in '39 flying B-247s Flew 747 inaugural HNL-ORD in December of '70.

When he retired he was B-747 Fleet Manager Many will remember he was a Flight Manager at ORD.

Norm always had a Cub, most of the time on Floats in Michigan at his summer home. Despite being a "Heavy Equipment" operator, Norm always loved his little airplanes. I'll bet he's flying one right now.

No Word on when the memorial service will take place. *Cliff Sanderson*

DOUGLAS T. METCALF

Hi. This is to inform you of the death of Doug Metcalf at the age of 88, a Retired Pilot. He joined United Airlines in 1945 after serving five years in the USAAF. He retired in 1976. During his career he flew out of Chicago, Los Angeles, Newark and finally Miami. He ended up flying DC-10'S. from Chicago. He also flew DC-3s, Caravelles and ended on the DC-10. He is survived by his Wife of 63 years, Marion.

CHARLES METTLER

My father, Charles Mettler (Retired UAL 1978, ORDFO) "flew west" on October 6, 2004. Dad was born in LaGrange, Illinois on January 23, 1918.

He graduated from Lyons Township High School and the University of Illinois where he played football, baseball and ice hockey for the Illini. After college he served in the U.S. Navy during WW II and flew PBV Catalinas and TBF Avengers out of Kaneohe on Oahu.

After the War he signed on with United in 1946 as a co-pilot on the DC-3. He flew many different types of equipment for United ending with the DC-8 Super 62. He retired after 32 years and moved from Elgin, IL to Kihei, Maui where he spent half of each year enjoying the ocean view from the Mana Kai, and playing golf, and the other half at Silver Lake, Michigan where his ashes have been scattered on the sand dunes near his home.

Dad is survived by my mother Maggie (62 years of marriage), four children, 4 grandchildren, and 4 great-grandchildren. Dad was truly one of the "good guys", and we will miss him so much.

Dad enjoyed reading the *RUPANEWS* each month and I hope you will include this notice on the FLOWN WEST page of the next issue.

Thank you,

Michael Mettler, Elgin, Illinois.

Also, about Chuck Mettler...

"We were saddened to learn of Chuck Mettler's passing and our thoughts and prayers are with the Mettler family.

I came to know Chuck early on in my career with United as a second officer on the DC-6. I had the opportunity to fly with him occasionally out of Midway and later on out of O'Hare. When he moved on to the DC-8, I moved on to the 720 and 727 and, as a result, I did not fly with him much after that. My good friend, Bill Kauchak, flew with him frequently in those years and enjoyed every month flying with Chuck. It was always a good month when you had a good crew to fly with, and Chuck Mettler was "good people" and a good pilot (weren't we all?!).

I know how much Chuck loved toasting the sunsets and playing golf on Maui. He will be missed."

Glen Peterson, Retired UAL Captain ORDFO

And...

"It was with sadness that my wife and I received word of the passing of our friend, retired Captain Charles "Chuck" Mettler on October 6th in Michigan. Although I never had the pleasure of flying with Chuck, I spent a lot of good times with him on Maui playing golf at the Maui Country Club where he was a long-time member. Chuck and his wife Maggie were some of the original UAL owners at the Mana Kai in Kihei, Maui where they spent their retirement golfing and enjoying their friends. Chuck loved all sports, especially baseball and golf. He was one great guy and he will be greatly missed.

Our sincere condolences to Maggie and to the Mettler family."

Bruce Carey, Retired UAL Captain ORDFO

And...

"For some reason I felt compelled to call Chuck Mettler the week before he died. I'm so glad I did. Years ago I flew co-pilot with Chuck on the DC-8. He was one of those special guys that when you got your monthly schedule and saw Chuck was your captain, you just smiled. You knew it was going to be a good month. Chuck was always easy going and laid back, but he was always confident. You knew you were flying with a good pilot and a great flight leader. Chuck was always one of my favorites. We will miss him very much. This has been a blow and we are holding Maggie and all the Mettlers in our prayers."

Phil Jensen, Retired UAL Captain, ORFDO

ED MONTGOMERY

Ed Montgomery, 86, died Sept. 25, 2004, at his home in Cody with his daughter Jody and granddaughters Emma and Scout Vannoy by his side.

He was born June 19, 1918, in Chicago, but in his heart he belonged to his beloved Wyoming.

After joining the Boy Scouts he made his first trip west, learning to dance with various Native American tribes. He also performed trick roping at Soldier Stadium in Chicago. At a tender age he traveled to the Eidsen Ranch in Colorado, learning to cowboy.

His brother Gordon encouraged him to go to college, which he did in Laramie, studying agriculture. One winter he trapped in the Snowy Mountains to make ends meet. He also worked at Howard's Western store and was known to have ridden a horse into a bar on 3rd Street. He knew World War II was imminent and learned flying basics at Bree's Airfield in Laramie. In 1941 he joined the Marine Corps, rising to lieutenant colonel.

He served in the Pacific Theatre and flew Corsairs. After the war he flew the Trans-Pacific Korean Airlift out of San Francisco. As Squadron Captain, he taught many to fly and was held in high respect. During his life, he flew dozens of different airplanes and accumulated more than 25,000 hours of flying time.

In 1953 he met the love of his life, Josephine Rosa Salvo. Within months he asked her hand in mar-

riage at the Stockton rodeo. They were married in October of that year on Treasure Island in full military dress. For their honeymoon he took his bride across country in his yellow convertible Oldsmobile, finally roosting in a tiny apartment in Washington, D.C. Soon after they moved to a farm in Hillsboro, Va., and from there he served as a pilot for United Airlines for the next 25 years.

At the time of his retirement Mr. Montgomery was flying the biggest jet made at that time - the stretch DC-8. He later served as a chief investigator for the National Transportation Safety Board, investigating airplane crashes around the world. He was also instrumental in developing the Airbus and spent time to do so in Toulouse, France, with his wife Josie and daughter Jody.

He was inducted as a Mason in 1953 at Foothill Lodge in Oakland, Calif., and later joined the Shoshone Lodge of Cody. He also enjoyed the brotherhood of the Cody Rotary Club.

More recently he was delighted to conduct the wedding of his "children-in-spirit" Otto Goldbach and Jody "O," whom he loved deeply.

He was a good friend, loving father and faithful husband. He loved to tell stories of his many adventures. He felt especially uplifted when his neighbor and genuine friend Bob Curtis would stop in for a visit.

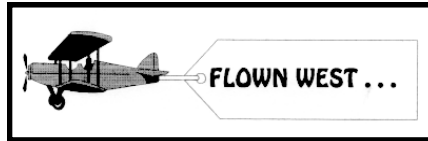
Every room in Mr. Montgomery's house was filled with books and hand-written notes on hundreds of 3x5 cards. Just two weeks before his death he was still clipping articles and ordering subscriptions.

He was at peace knowing his time on earth was short. He did not fight or struggle. Many came to see him before he died and said their good-byes. He believed he would saddle up and ride again in God's own hills.

He is survived by his three children and his four grandchildren. He was preceded in death by his wife Josie, who died of Alzheimer's on May 9, 2002.

HELEN WOLFF

Helen, wife of Ray Wolff, one of our loyal Folders and Stuffers, passed away on September 16, 2004 after a long battle with cancer.



THOMAS G. BOWEN*	8/7/2004
FRANCIS G. SMITH III*	8/8/2004
FREDRICK E. JOHNSON	8/9/2004
ROBERT P. CLARKE	8/26/2004
KENNETH F. HART	8/31/2004
ELDON BERESFORD	9/14/2004
WILLIAM G. HENDERSON	9/25/2004
ED MONTGOMERY	9/25/2004
PHILLIP N. BENNETT JR.	9/27/2004
CHUCK METTLER	10/6/2004
MALBURN A. "BUDDY" MCBROOM*	10/9/2004
NORM MCNEIL	
DOUGLAS METCALF	

* *Indicates Non-Member*



HIGH FLIGHT

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

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

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

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

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

- Call. Mar, Nov. Tucson-Tucson Country Club—520-797-3912

Deadline: November 17, 2004

Mailing: December 1, 2004



PERIODICALS

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