



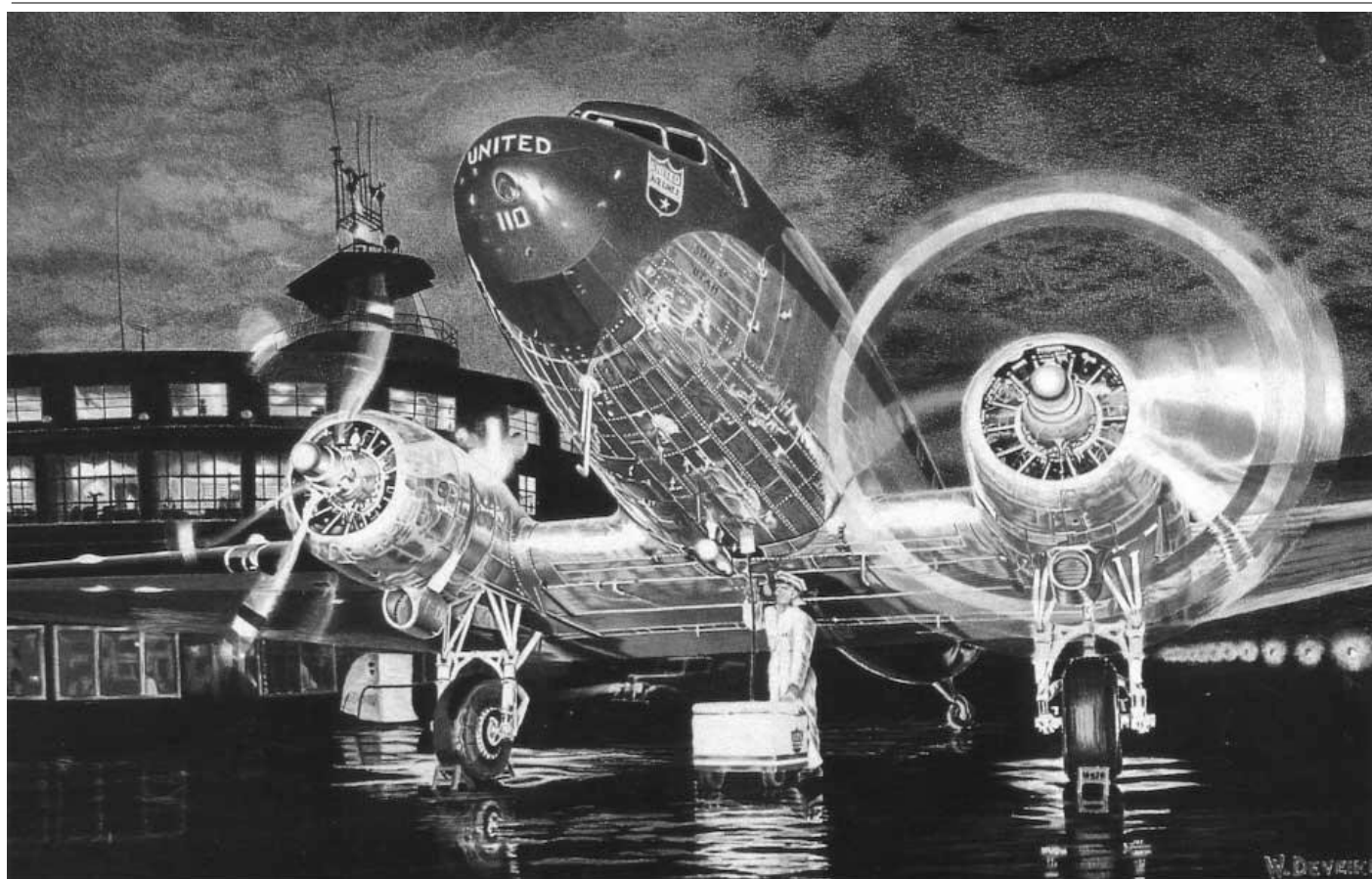
# RUPANEWS

Journal of the Retired United Pilots Association

Volume 7 Number 4

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April, 2005



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## PRESIDENT'S MESSAGE

It's been almost three years since mention was first made on these pages of the possibility of the PBGC taking over our pensions. Fortunately for us, fate being what it is, the PBGC has been held off by various legal maneuvers. Exactly what will happen to our pensions is still unclear; the various parties are still sparing in court, but my guess is a decision will not be made until sometime after next month. URPBPA has put forward a proposal which looks promising but it must be accepted by all parties, UAL, ALPA, and the PBGC. Only time will tell. To view the URPBPA proposal go to: [www.ualpilotpension.com](http://www.ualpilotpension.com).

Boy's Night Out was held on Friday, March 11 and a rousing good time was had by all the approximately 75 participants who attended. During the social hour, reminiscing of past aerial exploits filled the air as is to be expected when a room full of aviators gather together.

If you are waiting for the last minute to sign-up for the RUPA Cruise to St. Petersburg, your time has come. Now is the time to act. This is the last notice we will place in this publication. We have a total of 14 cabins booked by our members and their friends for this trip and would like to see more of you join us.

The list of names for the Wall of Honor grows longer each and every day. I do not have a completely up-to-date list from the Museum but the list published in this issue contains about eleven hundred names. Every time the list is published, more and more members become aware of it and wish to join. There still is time to participate but very soon we will have to close the subscription. Just like the Cruise, if you have been waiting for the last minute, now is the time to act.

As you know, the *RUPANEWS* is the glue that holds us all together. Most of you profess reading each issue from cover to cover, and most of you tell us how much you enjoy reading about the exploits and tidbits printed in the personal letters your friends send in. However, if you do not send your letter, no one will read about you. Keep those cards and letters coming.

*Rich*

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## WIDOWS COORDINATOR, JACKIE PANCOAST ABEL

Hello ladies, As I looked through the 2005 RUPA roster, I was sorry to see that so many widows are not keeping up their RUPA membership. The *RUPANEWS* is a great source for news of United --- The RUPA roster keeps us up to date on addresses of friends --- and Most of all, RUPA really supports the widows. Reminder, to remain a member, send \$25, postage to Cleve Spring - 1104 Burke LN. - Foster City, CA 94404-3636 on your husband's birthday.

Another worthwhile organization is the United Retired Pilots Foundation. Some retirees were not as fortunate as some of us and retired at a very small retirement income. The Foundation was formed to assist these persons. This group survives on donations and with these, we are helping our own people who need financial assistance. Any donation is welcome, not only from widows but also anyone reading this. Send to Capt. T.S. "Ted" Bochniarz, Treasurer, 11165 Regency Dr., Westchester, IL 60154-5638

Til the next time, *Jackie*

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

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

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## DANA POINT LUNCHEON

Beautiful day in the Harbor. Seems like everyone in our area decided to come to Dana Point on this warm day. Parking became a problem close in.

Seems the Harbor has a change in the time that the Catalina boat comes in and out which complicates the parking...oh well a short walk found 18 retired Pilots enjoying the Lunch under the blue umbrellas.

Actually had an active pilot, Dave Barton who has been with Net Jets 10 years. Dave is the son of Bruce Barton, who retired in 1990 for UAL. He gave us an update on what is happening in this card-carrying jet-setter group. Net Jets has 2500 Pilots and a Union. Dave said they will be hiring about 500 more pilots in the near future.

On Deck were: Park Ames, Carlos Bernhard, Bruce Dunkle, John Grant, Jack Healy ( Jack retired in 1980), Rick Hoefler, Jim Keeshen, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Bill Stewart, Tony Testa, Ted Simmons, Joe Udovch and Bill Wayt (son of Bob Wayt).

Today the newsline from URPBPA had just came out with the quoted following information:

"The proposal provides for the pilots' plan to be divided into two parts, one for the retired pilots and one for the active pilots at United. The retired pilots' plan would be frozen but it would not be terminated. The active pilots' portion of the plan would be terminated in accordance with the agreement reached between United and the Air Line Pilots Association.

This proposal would provide the retired pilots with continued pension payments at their current pension payment levels including the non-qualified portion. The active pilots would receive what they have agreed to accept in their latest agreement with United in return for the termination of the active pilots' Defined Benefit Plan."

This seems too straight foreword to actually happen...but then who knows? Change in Pensions has happened at other airlines. Hope is still there for UAL.

Next Lunch 4/19/ 05 *Ted*

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## DEN GOOD OL' BOYS

The ides of March found DEN Good ol' Boys convened and mostly present or accounted for. The humble scribe started the session with a joke involving three elderly women at a baseball game that seemed to go off pretty well, followed by a brief rundown of rudder failures on Airbus aircraft. The rudder failure on 03/14 apparently bears no similarity to the vertical stabilizer failure on AA 587 some years ago.

The meeting was promptly turned over to Jim Krasno who delivered a summary of the situation as relates to the proposal by URPBPA to UAL and the Bankruptcy Court which would go a long way toward protecting the retired pilots pension. Of course it awaits approval by all concerned.

John Allen noted, paraphrasing Mark Twain, that reports of his illness were greatly exaggerated.

It was noted that the coordinator had managed several grievous mistakes in this month's meeting notice and at last month's meeting. A move to recall the coordinator was put forward by Wilkinson, but failed for lack of a second. Following the above, the fertilizer slinging continued with enthusiasm and elan. The meeting adjourned at a respectable hour.

Those present included: Sam O'Daniel, Dave Murtha, Arv Witt, Rick Madsen, Jim Krasno, Tom Gordon, Tom Hess, Bill Hoygaard, Russ Marsh, A. J. Hartzler, Dick Wagner, Barry Edward, Pete Cecchinelli, Dick Shipman, Bill Hanson, Dean Readmond, Fritz Meyer, Phil Spicer, Maury Mahoney, Don Johnson, Bob Smith, Cliff Lawson, Pete Delo, Russ Ward, Bill Fife, John Thielen, Dave Johnson, Stanley Boehm, Bob Clipson, Tom Hudgens, Peter Lynch, Bill Matheny, John Allen, Frank McCurdy, Jim Jenkins, Hal Meyer, Chuck Fellows, and the coordinator and scribe, *Ted Wilkinson*

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## URPBPA UPDATE

Dear Fellow Ruparians;

The Board of Directors of the United Retired Pilots Benefit Protection Association (URPBPA), with our actuaries and legal team, has developed a proposal to avoid the termination of the United Airlines Pilots' Defined Benefit Pension Plan.

The proposal provides for the pilots' plan to be divided into two parts, one for the retired pilots and one for the active pilots at United. The retired pilots' plan would be frozen but it would not be terminated. The active pilots' portion of the plan would be terminated.

Under the proposal, retired pilots would continue to receive their current pension payments including the non-qualified portion. Active pilots would receive what they have agreed to accept in return for the termination of their Defined Benefit Plan under the terms of their latest agreement with United.

United would achieve their goal of terminating the active pilots' Defined Benefit Plan. The costs to United would be minimal since the frozen retired pilots' plan will be more than 100% funded on a non-termination basis upon allocation of Trust Fund assets as prescribed in ERISA. The cost to the Pension Benefits Guarantee Corporation (PBGC) for this solution would be significantly less than the cost of full Plan termination.

On March 11, 2005, URPBPA President, Roger Hall, along with Counsel Frank Cummings and our actuaries, briefed representatives of the PBGC on the URPBPA proposal. A meeting with UAL to discuss the proposal has been scheduled in Chicago for March 24, with the PBGC in attendance.

A hearing was held on March 18 in Judge Wedoff's court on the PBGC motion to terminate the pilots' plan. The PBGC is requesting that the decision be made on their "administrative record" without additional discovery. Both URPBPA and ALPA want additional discovery to allow them to examine other areas of concern. Judge Wedoff set April 1 as the deadline for all parties to file initial briefs. A hearing on the discovery issue is set for April 13. The hearing on the termination issue will be set for some later date.

If you haven't communicated with your Member of Congress and your two U.S. Senators to help save the United Pension Plans, you should do so. Go to [www.congress.org](http://www.congress.org) for all local and Washington addresses and numbers, or find them in the Government pages at the front of your telephone directory. E-Mail, fax, phone and write to your Representative and two Senators at all their locations. Mail to the government in Washington, D.C. could be delayed for several weeks.

Keep it short and simple. The subject is PENSION REFORM. You are requesting QUICK ACTION to PREVENT UNITED AIRLINES OR THE PBGC FROM TERMINATING RETIREE PENSION PLANS and to KEEP UNITED FROM DUMPING PENSION LIABILITIES ON THE PBGC. Use your own words; identify yourself as a constituent and as a member of a group of over 5,000 retirees. Will Plan termination hurt you? Briefly explain how. For more information and for a sample letter, go to the URPBPA website: [www.ualpilotpension.com](http://www.ualpilotpension.com).

Fraternally,

Jerry Terstiege  
URPBPA Secretary  
Foster City, California

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## FL TREASURE COAST MARCH LUNCHEON

Hi Ted, reporting on today's lunch at *Mariner Sands CC* in Stuart, the following were in attendance: Paul Andes, Ted Osinski, Clark Luther, Clay Grant, Percy Wood, Andy Lambert, Don Onofrio, Roger Taylor, Bill Smith, Gene Mobley, "Ironman" Sid Sigwald, Bob Schaet, Jim Dowd, Bill Cole, Dick Baes, Dave Hoyt, Dave Arey, and Dick Starita. The club put out their usual outstanding buffet. In between war stories, we had the opportunity to peruse some interesting UAL memorabilia brought by D. Baes. Our last gathering of the "season" will be April 12th @ *MSCC*. As of now we plan to resume here (*MSCC*) the 2nd Tuesday November through April, with the Feb. being co-ed. 'Til next month,

Best Regards, *J. Dowd.*

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## SOUTH FLORIDA GOLD COAST RUPA GROUP

The South Florida RUPA group met on Thursday the 10<sup>th</sup> of March for the second to the last time this season. Jimmy Carter is back and walking again. He had his son and a friend there this week. He pays, of course. There were good conversations with old friends as always.

Present this week were Art Jackson, Duane Harrison, Dan Kurt, Warren Hepler, Tom Llewellyn, Paul Dunne, Hank Fischer, Dick Wiley, Ed Wheeler, Lyn Wordell, Les Eaton, Terry Lewis, Paul Livingway, Bob Smirnow, Dave Peat, Dick Bodner, Ned Rankin, Stan Blaschke, Jimmy Carter, Scott Carter and his friend, Arnie Arnson, and me, Jerry Bradley

Next, and last meeting this season, will be on the 14<sup>th</sup> of April. Any questions about our affairs, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. To get on our e-mail list, call me at 561 994-6103.

For Jim and Stan, *Jerry Bradley*

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## LAX SOUTH BAY LUNCHEON

Nineteen of us met for refreshments and a buffet lunch.

Don McDermott briefed us on the dilemma of finding a place for our Valley lunches since *Billingsley's* has closed. We will meet at *Mimi's* in Chatsworth on March 17 for a trial and to discuss other options. Our thanks to Don and Bob Mosher for all of the leg work involved. *Mimi's* number is 818-717-8334. The address is 19710 Nordhoff PL.

We toasted Charles Barnard who has flown west.

Attending were Shirley and Jack Hanson, Ginny and Dave Tank, Tawan and Bob McGowan, Sue Ross, Bob Mosher, Herb Goodrich, Jim Turner, Bill Horn, Gene Gawenda, Jim Matheson, Don McDermott, Loyd Kenworthy, Don Krueger, Jim Day, Walt Albright and yours truly,

*Ret May*

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<p align="center"><b>United Airlines Historical Foundation</b></p>
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<p align="center">Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>
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## The "U Plan" by URPBPA

A benefit security report by Doug Wilsman

(Written 3-23-05) URPBPA, on 3-14-05, announced an innovative plan (the "U Plan") that would continue every retirees' and widows' current monthly A-Plan benefits checks---both the qualified and non-qualified. Their proposal would split the current plan into two pieces, one with retirees and widows and the other with active participants. Then they would terminate the latter. If they can gain the approval from each of the following: (1) ALPA, (2) PBGC, (3) UAL, (4) an exit financier and (5) a federal judge--- it will be a miracle rescue for 55% of our retiree group who will lose some or most of their benefits if the PBGC takes over our plan. If the U Plan is embraced by UAL and ALPA it will almost certainly be adopted by the others, and every one of us now receiving benefit checks will get out of this three-year nightmare with our benefits intact.

Three days after URPBPA's announcement, on 3-17-05, the Dow Jones Newswire reported UAL stating that: "The union pension proposals are either not feasible or do not provide the necessary savings." Also that: "UAL continues to assert it must terminate its employees' pension plans." I don't know if that rejection also applies to the U Plan.

To boil it down to one sentence, the situation facing 55% of the retired pilots and widows is as follows: *Our plan must somehow escape the clutches of the PBGC where the annual investment returns on the plan's assets are assumed to be only 3.8% for the next 20 years and where PBGC also applies its disastrous 3/5-year look-back.*

But, folks, we have not crossed the finish line yet. There may be some sizable obstacles to overcome. For example, UAL would still be the plan's sponsor and it could be liable for big bucks in catch-up contributions as soon as it exits Chapter 11. And over the years it might need to occasionally contribute more cash to the plan if the investment earnings fail to meet expectations. And the active ALPA pilots might balk at the prospect of both these occasional UAL contributions plus the annual non-qualified payments eating into UAL's profits which the active pilots now get to share, according to their latest agreement with UAL. And there could be a stampede by the active pilots to join ranks of the retired to get the benefits of the U Plan, instead of the PBGC's grossly reduced handouts. And who knows where PBGC or the judge will come down. And it's possible the actuaries from PBGC, UAL and ALPA might not agree with URPBPA's number crunching.

But, hey, this is the only act in town. ALPA has apparently totally struck out. The U Plan does not depend on any changes in federal law, so maybe the retirees should start sending mail to the MEC and to UAL. These two hold the key. *Doug*

### **NON SEQUITUR** Wiley Miller





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## NORTH COAST FLYERS AKA THE CLEVELAND CRAZIES

The March meeting of the Cleveland Crazies was held at *TJ's* in Wooster, as usual with many of the usual suspects having been rounded up (as they say in the films). Joe Getz, Vic Popelars, Bob Lang, Jim Burrill, Ken Wheeler, Phil Jach, Bob Olsen, Dave Suits, Ronnie and Rick Ogden, Barb and Ed Griffith, and from the mountains of Pennsylvania, Dashing Dave Fuller. Dave brought an old friend with him, Jim Neil, who remarked, at the end of the luncheon, on his inability to understand how we managed to complete our 60+ years, let alone fly an airplane.

Since it was St. Patrick's Day, there was much green about and our wonderful Vickie was a leprechaun in disguise. Ken Wheeler out did himself with a plethora of Irish stories and they never seemed to stop. Way to go Ken. Much discussion about the latest from URPBPA and PBGC, animation and laughter...spring must be coming. A quick reminder to all Crazies, the mid summer Crazies gathering will be on the 11<sup>th</sup> of June in Olmsted Township, Ohio and please see the announcement in the RUPA Mag.

Happy Easter All! *Richard McMakin*

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## NORTH BAY RUPA GROUP

The Petaluma Sheraton's *Jellyfish Grille* played host once again to the informal North Bay RUPA monthly luncheon, on the first Thursday of March. After the usual news, the group got an informational update on URPBPA activities by Captain Jerry Terstiege, who attended with his wife, Krista. Best wishes were sent to Captain George Hise, recovering from knee surgery, and attending in spirit only. Best wishes were also extended to Captain "Whitey" Myers, who's leaving our beautiful wine country shortly for the Great Northwest. We'll miss him! This was the twelfth meeting for the group, started on April Fools Day of 2004! Twenty six attendees enjoyed the company, and a good repast, including Capt Al Fink, and his wife Linda, all the way from Lodi.

On the check-in list were: Barney Hagen, Bill Greene, John and Sharon Candelo, Dick Lammerding, Ted Graves, Bill McGuire, Dick Hanna, Norm DeBack, Leon Scarbrough, Sam and Mickie Orchard, Al Milotich, Al and Linda Fink, Jim Jaeger, Rick "Emperor Norton" Saber, Jerry and Krista Terstiege, Lee/Stan Anderson, Whitey Myers, Larry and Dee Whyman, Jim Mansfield, Bill Smith, and this one.

The group meets monthly on the first Thursday, at 12:30 pm. Petaluma Sheraton Hotel, 745 Baywood Drive...next meeting April 7th...walk-ins welcome!

*Bob "Father" Donegan* [fatherdon@aol.com](mailto:fatherdon@aol.com)

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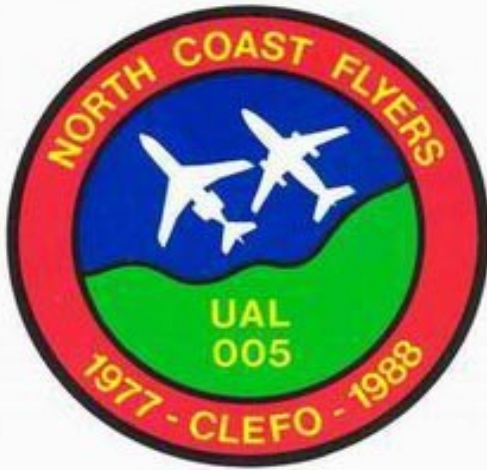




It's happening again, on June 11th, 2005

The Cleveland Crazies

## Mid – Summer's Do!



### *Directions*

From I-77 or I-71 go west on I-480 and then...

or

From I-80 to I-71 North to I-480 West and then...

On I-480 to Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be at the German Club and a short walk to to the house or drop off at the house and park at the German Club.

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*At Richard and Carol McMakin's Home*

*24926 Nobottom Road*

*Olmsted Township, OH 44138*

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: [rmcmakin@apk.net](mailto:rmcmakin@apk.net)

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

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

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## **ALLIANT CREDIT UNION REDUCES LOAN PAYMENTS FOR UNITED MEMBERS**

As it has done several times during the past few years, Alliant Credit Union -- the credit union serving United employees, retirees and their families -- is again offering a unique member assistance program for employees.

To provide financial relief to its United members, Alliant will reduce payments on existing loans by 30 percent for employees involuntarily furloughed or affected by recent pay reductions. The Alliant Member Assistance Program offers payment reduction on consumer loans made through Alliant in exchange for a lengthened payback term.

"The Credit Union has provided several assistance programs since 9/11 to its furloughed United members and those who have taken pay reductions," says Alliant Credit Union President and CEO David Mooney. "Unlike big banks, our philosophy is to tailor service to meet the specific needs of our member groups, and as United's credit union, we are uniquely positioned to offer this kind of assistance to employees."

Mooney adds that, even though members' job situations may change, their lifetime membership with Alliant Credit Union continues.

The payment assistance program covers loans for new and used cars, recreational vehicles, boats, motorcycles and airplanes, as well as unsecured loans and loans secured with either stock or shares. To qualify, member loans must be in good standing status. Loans not covered by the relief program include mortgages, credit cards, AutoEdge loans, home equity loans and home equity lines of credit.

Taking advantage of the loan reduction offer will not affect a member's credit rating, and interest rates on loans will not increase because of the program. However, reduced payments will extend the final maturity of the loan, and members are responsible for any additional interest and finance charges.

United members who enroll for loan reductions can make payments beyond their new minimum balances without incurring a penalty and can still apply for new loans. Any new loans will not be eligible for payment reductions.

To apply for the Member Assistance Program, visit the SkyNet homepage and click on the Alliant Member Assistance Program banner. More information and an online application are available through this link. Employees also can direct any inquiries to [map@alliantcreditunion.com](mailto:map@alliantcreditunion.com).



**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**



**RUPA Golf Tournament**

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## REMINDER: UNITED NRSA TRAVEL NOW FULLY ELECTRONIC

United employees, retirees, companions and travel eligibles traveling for pleasure – now enjoy paper-free travel. Effective April 1, 2005, Customer service representatives will no longer accept paper pass tickets. Industry discount tickets for travel on United and ID 90/75/50 tickets are the only paper tickets CSRs will continue to accept after April 1. Employees and retirees should give their file numbers to their eligibles or companions traveling so that pass travelers can use EasyCheck-in at the airport. (UAL SkyNet Newsreal March 21, 2005)

## CHECKING LOADS AND LISTING FOR STANDBY TRAVEL (A REVIEW)

By computer: SKYNET/WEBLIST – Type in the web address directly: <https://united.intranet.ual.com>. You may also reach SKYNET through our website, [www.rupa.org](http://www.rupa.org), click on the INFO Link and then click on United Airlines Employees (Skynet). If you have not used Skynet before, click on “first time” in the lower part of the page. It should tell you to put in your six digit file number preceded by a “u” ex: u051124. Your first time password is your birth date, yyymmdd, ex: 19280617. You can change your password later to one you prefer and from time to time you will be asked to change it again for security reasons.

This will get you to the Skynet home page with many choices. In a list on the left side of the page you will see Weblist. Click on that choice, for loads and to list. Enter the airports you wish to fly from and to and the date you want to travel. Leave the far right column at #1 unless you want to check for two or three days in one entry. Click on “search flights” and a new screen will appear with both direct and connecting flights. Each will show the class of service offered, with three numbers shown for each class. The first is capacity, the second is seats booked, and the third is the number of standbys already listed. If you decide on a certain flight, move the black dot in the left column to the flight you want and press “select flights”. It will then take you to another screen to build a PNR and list.

If you don't want to list, you can return anytime to the Skynet home page. Once you have tried it a time or two, you will find it quite easy to use.

An additional source of pass travel information is on our website on the Benefits page. On this page our webmaster has posted a section titled Pass Travel Up – Dates. It is full of helpful how-to information.

By telephone: Automated flight information and listing is still available at 1-800-UAL-LIST (1-800-825-5478). The Seattle travel desk will be glad to assist you by telephone Monday through Thursday from 10 am to 2 pm at (206) 433-4218. The Portland travel desk is also available Monday, Wednesday, and Friday from 10 am to 2 pm at (503) 249-4142 or 249-4143. Both the Portland and Seattle travel desks are staffed by volunteers. A new toll free telephone number, underwritten by RUAEA, 1-888-278-7038, can also be used during these same hours.

*Richard C. Bouska*  
President, RUPA

### Address changes, Snowbirds & Others:

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

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

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## PHOENIX ROADRUNNERS

The Phoenix Roadrunners met on Fri. March 11<sup>th</sup> 2005 at the *Best Western Suites-Scottsdale Airpark*. We had a good turn out, 40 Pilots & Wives, plus 1 Guest (Magician Shawn Greer). We think he is one of the best. Every Yr. Bill Dutton, Jr. has Shawn come to entertain our group in Honor of his Dad Bill Dutton. We had some great Magic from Bill Dutton for a few years before he flew west. So all of our group would like to THANK YOU BILL JR. for your thoughtfulness. Shawn started entertaining us at 11:30 A.M. in the Pilot's Lounge doing our Social Hr. We go upstairs for our Buffet Luncheon. This time was St. Pat's Day Corn Beef & all the Goodies. With Birthday Cake for Ken Killmon's Birthday. His wife P.J. presented the cake to him but wouldn't tell the age so we can only guess????? Shawn continued with more magic until 1:30 P.M. we enjoyed having him so much and hope to see him next yr.

Those Attending: Mike Carlin, Jim & Ginny Dopp, Don & Jan Eiken, Bob & Bev Gerdes, Bob Howard, Ken & P.J. Killmon, Cory Liston, J.O. & Arlene Martin, Don Madson, Phil & Pat McDonald, Bill Morrison, Ed & Phyllis Nelson, Gene Paquette, Dave Perrine, Warren & Marge Phelps, John & Shirley Prestegaard, Don Prestin, Roy & Lois Scroggs, Lynn & Linda Smith, Charlie Schwob, John Schmitt, Bob Tokle, Doug Baker, Don & Mary Toeppen, and our guest Shawn Greer.

We hope to see all of you at the next meeting on April 8<sup>th</sup>,2005 at the same place same time. Please call 480-948-1612 or e-mail [fbourgeois@earthlink.net](mailto:fbourgeois@earthlink.net) Killmon's or the Bourgeois' will be happy to take your reservations. *Frenchy & Millie*

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## SEA GOONEY BIRDS LUNCHEON

Greetings: The February meeting of the Seattle Gooney Birds was held the 17th at the *Marriott*.

Attending were: Brent Revert, Bill Brett, Howard Holder, Alan Black, Jack Brown, Tom Smith, Neil Johnson, Dave Carver, John Turbeville, Jeff Roberts, Herb Marks, Jim Barber, Bud Granley, Jerry Ackerson, Rod Lion, Bob Takeuchi, Chuck Podhasky, Chuck Westpfahl, Ralph Vrtacnik, Don Anderson, Don Krull, Gerry Pryde, Fred Sindlinger, Brian B. McKay, Alex Dunn, Vince Evans, Dixon Smith, and Ray Hull.

Alan Black reported on his reading of the The Northern Trust investment record pertaining to our pensions. Suffice it to say, the investments were poor so the ending was terrible. Please direct any questions to him. We thank him again for his participation in this process.

Please join us next month, third Thursday, at the airport *Marriott*. It is a wonderful fellowship.

*Brent*

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## TPA SUNDOWNERS

The TPA Sundowners had their Feb. luncheon on the 17th at the *Boston Cooker*.

A warm welcome was given Ray Best from DCA and newcomer Matti Kosoner.

Also in attendance were Stan & Phyllis Crosier, Dick & Joan Murdock, Burt & Suzie Olson, Jim Irwin, Jack Moran, Lars Warm, Ray White, Ken Vanderhyde and Matt Middlebrooks.

Everyone looking for information about the Pensions.

Conversation quickly turned to hanger flying and travel plans.

Anyone in the TPA area is welcome to join us on the third Thursday of each month. *Boston Cooker*, 3682 Tampa Rd in Oldsmar, FL Tel: 813-855-2311

## UAL MEDICAL BENEFITS

Last month I wrote an article on a search for a better alternative to United's existing health insurance plan, and what would be available if United terminated our present medical and prescription group plan. The overwhelming conclusion to that search was there was not a better plan available. Some still question that conclusion. I would like to know if any of our readers have any experience in looking for medical and prescription coverage outside of what is offered by United. Have any of you purchased supplemental insurance on your own and would you be willing to share your experience with me? If so, I would like to know your coverage and costs. All information sent to me will be kept confidential. You may contact me by e-mail at [rbouska1@comcast.net](mailto:rbouska1@comcast.net) or by calling (925) 443-4339. Thank you. *Richard C. Bouska*

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## LETTER TO RUAEA

Marlin Lade (RUAEA President)  
Charlie Lewis (RUAEA Treasurer)

Dear Gentlemen,

I'm am Cleve Spring, Sec/Treas of RUPA. I was given your email addresses and phone numbers by Jack Hooper so that I could contact you.

I read with great interest about the 800 number RUAEA has established and think it is a great idea. I brought it to the attention of our Board of Directors and was given 100% approval to contribute financially to your Endeavour.

I've talked to both Jack Hooper and Susie Clack in Portland. Susie, whose husband is one of our retired pilots, just sent me an email stating that the call volume has really increased and the people are finding the service very helpful.

As I said, we would be very happy to aid you in this endeavor as we have many retired members who, I'm sure, would like to avail themselves of this service.

Please let me know if we can be of help.

Warmest regards, *Cleve*

Cleve G. Spring  
RUPA Sec/Treasurer  
1104 Burke Lane  
Foster City, CA 94404-3636  
650-349-6590  
[clevespring@comcast.net](mailto:clevespring@comcast.net)

## UPDATE ON THE WALL OF HONOR

If you have donated to the Museum for the RUPA Wall of Honor, check this list to make sure your honoree is listed and the name is spelled as you wish it to appear on the Panel. This list of names is as up to date as I can obtain from the museum. Please note that it takes the museum about two months to process your paperwork. Send all corrections and omissions to Rich Bouska at [rbouska1@comcast.net](mailto:rbouska1@comcast.net) or call me at (925) 443-4339. There is still time to participate.

Louis F. Abel	Albert C. Ball	J. R. Boston	R. Laurent Cannon	Gene P. Couvillion
Gerald G. Ackerson	James A. Barber	Leon L. Bourgeois	Richard E. Carlson	James L. Cox
James F. Adair	Alan Halsey Barbour	Richard C. Bouska	Richard Rex Carlton	Richard P. Craine
Larry H. Adams	William C. Barham	B. Paul Bowers	James H. "Slim" Carmichael	Dale Samuel Cramb
Roger Adams	John W. Barlow	Michael E. Bowles	William J. Carrigg	William Burritt Crandall
Frank E. Adams, Jr.	Robert K. Ken Barmore	C. R. Dick Bowman	James K. Carter	Clark Douglas Crawford
Walt Addems	Larry R. Barr	Lee H. Boyd	Bill Carter	Loel H. Crawford
John G. Addison	Emery V. Barrus	Lucian Barnett Boyd	Albert Cavallaro Jr.	Sharon Rita Crawford
Robert J. Ahrens	Bruce M. Barton	Donald O. Boyd	Dale E. Cavanagh	Frank Crismon
Walter John Albright	Delmar Bastaian	James N. Boyer	John E. Cerisano	Gary E. Crittenden
Robert Brooke Aldridge	Howard Alan Batterman	Richard L. Boyer	Clifford W. Chaney	Stanley A. Crosier
Jaime P. Alexander	Charles T. Beam	Gerald P. Bradley	Charles T. Chapman	Clarence R. Cross
James Bruce Alexander	Marvin D. Becker	Glynn R. Bradley	Jack Chewning	Joel Crouch
Floyd Alfson	Harvey M. Beery Jr.	Robert H. Brady	J. Stephen Chiles	Norbert P. Cudnowski
James R. Allen	Kenneth E. Behnke	James M. Brady	Chris Christenson	Russ Cunningham
Leo C. Allen	Harlin E. Bell	William R. Brand	Alex Ciciora	Louis E. Da Harb
William C. Allen	Allen D. Bengtson	William C. Brashear	Edward D. Clark	Jason Dahl
James W. Allen	Francis G. Bennett	F. D. "Sam" Brazee	Charles J. Cleaver	James H. Dahlquist
Raymond A. Amato	Martin C. Berg	D. L. Breit	Francis L. Cleland	Neil R. Dahlstrom
Park Oliver Ames	Thomas Leland Bergbower	William R. Brett	William L. Clerico	William Henry Dalkin III
Harold B. Anders	R. W. Berkey	Ralph R. Briggs	Bob Clinton	Walter Edwin Daniel
Donald K. Andersen	Jack I. Berkshire	George Brinkman	James T. Clinton	Roger Daniels
James C. Andersen	James R. Berquist	Francis F. Pat Brodigan	Robert James Clupper	Gene G. Dankenbring
Allan G. Anderson	Hugh L. Berry	Richard C. Bromwich	Thomas H. Coffey	James K. David
David Allen Anderson	Raymond P. Best	Eddie Brooks	J. V. Cole	Barry K. Davidson
Samuel G. Anderson	Halbert A. Bickham	Niel T. Brooks	John F. Collins	Floyd H. Davidson
John Homer Anderson	Barry L. Bickle	Jack Howell Brown	Will Henry Collins	Ricky R. Davidson
Harry W. Anderson	John William Bieger Jr.	Dorsey A. Brown	W. Ted Collins	Terence R. Davies
Donald M. Anderson	Douglas M. Bielanski	Robert A. Brown	Michael C. Conde	James H. Davis
William Y. Anderson	John A. Biggs	Lewis H. Brubaker	Jesse Clay Conde	Jack W. Davis
Paul G. Andes	Robert A. Billings	J. Duane Bucksath	Benjamin H. Conklin	Robert L. Davis
Darrel J. Ankeny	William H. Birch	Albert L. Buff	Benjamin H. Conklin Jr.	Paul V. Davis, II
Harry E. Arcamuzi	Dale I. Bird	John W. Buoy	Eugene B. Conrad	Bob Dawson
James R. Arnfield	David C. Bishop	Robert W. Burdick	Gary L. Cook	James A. Day
Edward B Arntsen	Donald S. Bisson	Ben W. Burford	James E. Coombes	Buddy De Costerd
Howard A. Aronson	Harry L Bitterman	Fred C. Burgess	David A. Copley	Abraham Al De Leewe
Boyd Ashcraft	Roger D. Bjornberg	Richard A. Burke	David L. Coppin	Christine De St. Genois
Robert C. Ashley	Robert G. Blackwell	Roscoe Burley	Cliff Coppin Jr.	George F. Deihls
R. C. Ashley	James H. Bleasdell	Robert Lee Burns	Peter J. Coppolino	Thomas C. Delashmutt
Robert H. Ashworth	MacDonald A. Bleser	Frank A. Butchart	Kenneth W. Corbin	Herbert E. Delker
David Joseph Aub	Robert H. Bob Blessin	Carlton P. Bye	Louie Cordani	Cliff Denk
Emmett D. Aucutt	John Charles Bley	Don Byrnes	Ronald P. Cordes	Ronald G. Denk
John L. Baczynski	Thaddeus Bochniarz	Horrace D. Cain	Charles L. Corey	Charles C. Dent
Joe G. Bailey	Harry Bohner	Frank Calderaro	Kenneth Corica	William J. Denten
LeRoy R. Bair	Richard J. Dick Boland	William J. Callahan	Robert H. Corvini	Art Derby
Roger A. Baird	Pat Boling	Harold F. Campbell	Richard P. Cosgrave	Sylvanus J. Devine
Vernon E. Baldeshwiler	P. K. Bonde	Jerry J. Campbell	Thomas E. Cosgrove	Richard K. Devries
Richard L. Baldwin	Harry D. Borton	Geroge G. Campbell	Gilbert C. Coshland	Paul F. Dibble
Rex R. Bales	Robert S. Bos	Mark G. Campbell	Bob Coulter	Milo Dickerman



Delmer G. Dickin	Paul J. Farley	Gep Gephart	George R. Dick Hanst	Harry W. Huking
Ralph I. Dillon	Rod Farley	James J. Joe Gerken	Milt Hardeman	Richard Hulsey
Kevin L. Dillon	Paul E. Felton	Carl A. Gerlicher	Thomas J. Harkins	Charles H. Humphrey
Robert A. Dillon	Dennis D. Fendelander	Ralph J. Gibbons	Earl E. Harned	William C. Hunt
Lionel Barry Dixon	Craig Sinclair Feneley	Bruce William Gibbs	Robert Glidden Harrell	James S. Hurley
John Randall Donahue	James Sinclair Feneley	Raymond W. Gibson	Charles Jean Harris	Richard D. Hurst
Grant Donaldson	Paul E. Ferguson	Gordon C. Gimple	H. David Harris	Thomas J. Hurst
James T. Dopp	William R. Ferguson	John Patrick Gleason	James W. Harris	Joe Hutchinson
Robert M. Dorsey	Dale R. Fernandes	James W. Glendenning	James H. Harrison	Dryke Hutchison
Bruce R. Douglas	Derek L. Ferrand	George Godde	Arden "A.J." Hartzler	James E. Hyde
George T. Douglass	Joseph F. Ferrie	Jerome R. Goebel	Richard T. Hartzler	Louis J. Iandoli
James E. Dowd	Robert W. Fielder	Robert S. Goetz	Thomas Michael Harvey	Harlan King Inglis
John T. Downey	William A. Fife	Everett C. Clay Golden	Arden AJ Joseph Harzler	Robert Clayton Irwin
F. J. Downing	Francisco H. Figueroa	Richard H. Goodlow	George F. Haslett	Donald N. Jackley
William R. Drennen	Breton C. Fink	Bobby C. Goodman	George F. Haslett II	Brian Jackley
Jerald Drommerhausen	Walter C. Fink III	Herbert T. Goodrich	Jerry D. Hathaway	Earl Leslie Jackson
James C. Druyor	Vernon Lloyd Finzer	Thomas M. Gordon	Jessie William Haws	Dwight N. Jackson
David B. Dryer	Melvorn Kent Finzer	Arthur Gary Gore	Al Hayes	M. H. Jackson
David D. Dryer	Earle B. Fisher	Richard W. Goudey	William L. Bill Hays	Stephen F. Jakubowski
Frederick C. Dubinsky	Richard L. Fleck	Robert S. Grammer	Woodson G. Hays	Calvin P. Jassmann
Edward J. Duffy	Leo E. Flocken	Peter J. Granata	John B. Healy	Milton C. Jensen
William Dunkle	Erick M. Flocken	Clayton O. Grant	Donald Heath	Philip E. Jensen
H. Mac Dunlap	Ambrose L. Flocken	William A. Grant	Henry C. Heintz	Elrey B. Jeppesen
William A. Duzet Jr.	Thomas E. Flowers	Stephen Oliver Gray	S/O Jay L. Heisel	Ronald W. Jersey
Fred H. Dwyer	Larry S. Folsom	Earnest Walter Gray	L. William Helly	Milton L. Jines
David A. Dyer	David M. Forbes	Milton Fred Gray	William G. Henderson	Robert G. Johnson
William T. Eads	Cam Forsythe	Bill Greene	Ken Hendrickson	Jimmy Johnson
Norton D. Eastment	John E. Fortanas	Aaron F. Grider	David R. Henry	Ralph J. Johnson
Ernest L. Les Eaton	Victor H. Forte	T. E. Ed Griffith	Noel "Bud" Henze	Philip Johnson
Robert A. Ebenhahn	Andrew E. Fossgreen	Lawrence A. Grihalva	Warren D. Hepler	Donald S. Johnson
Joe Eberely	James A. Foster	George B. Grogan	Albert J. Herbst	Gene M. Johnson
Paul A. Ebiner	Douglas G. Found	James A. Grosswiler	Thomas A. Hess	David P. Jones
Robert J. Eccles	Victor L. Fox	Woodbury L. Grover	Bernard J. Higgins	William M. Jones
Richard E. Eckert	Charles J. Foy	Lawrence J. Grube	John W. Hill	John Henry Joyce
Willis R. Eichel	David A. Frailey	Joseph Guccione, Jr.	Gene Hitch	C. E. Ed Judd
Donald Eiken	Lee Francis	David H. Guinn	Robert A. Hitt	Howard W. Jundt
Lloyd D. Einspahr	James S. Francis	David H. Guinn	James M. Hixon	Edward J. Kaiser
George William Elliott	W. J. Frank	Fred Arno Gumpert	P. Ken Hobbs	John H. Kalde
Kenneth E. Ellis	Jim Franklin	Leonard F. Gundersen	Frederick N. Hodge	Robert S. Kallestad
Eugene D. Ellis	Lary E. Freeman	Harlan A. Gurney	Jerry D. Hofacket	George F. Kane
Richard G. Ely	A. M. Max Friebel	Morel D. Guyot	Edward J. Hoffmann	Tohle S. Kane
Leroy O. Embry	Robert O. Fuhrmann	Alan C. Habberley	Russell T. Holloway	Noel S. Kane
Robert E. Enander	Raymond Furlan	J. Bernard Hagen	D. K. Deke Holman	Karl W. Kastle
Robert J. Engl	Stephan R. Fusco	John H. Hager	Roy L. Holmes	Karl W. Kastle
James V. Enright	Peter E. Gallant	James W. Hahne	Jack Holst	Harvard D. Kauffman
Paul W. Erbe	Eddie Garbutt	Carl A. Hakenen	Rugen C. Holzkamp	Richard A. Kaufmann
Kenneth A. Ernst	James S. Gardner	Burnham J. Haley	F/O Leroy Homer	Patrick F. Keeley
Eddie Eshleman	Joseph J. Gareffa	Thomas M. Hallam	George F. Hooper	Neil M. Kelly
Sam E. Eubanks	Edward L. Garrity	Jay A. Halstead	John G. Hornbaker	Michael J. Kendel
Fred P. Euler	Delmar E. Gartner	Gladen Robert Hamilton	F/O Michael Horrocks	Bill Kennedy
Donald Jack Evans	James C. Gates	E. Gene Hammond	Pat Houck	Bruce C. Kennedy
Kendall W. Everson	James W. Gates III	James M. Handshaw	Clyde W. House	William M. Kennett
William F. Ewald	Walter H. Gehlaar	John H. Hansen	George W. House	Joseph R. Kenney
James W. Bill Ewald	Charles Chuck George	G. Kirk Hansen	George O. Howson	James C. Kenney
Joseph V. Fabbo	Warren Merritt George	Jack R. Hanson	Paul F. Hubbert	Loyd L. Kenworthy Jr.
David Brown Fairman	Wright Bruce George, III	Russell Courtney Hanson	Parker F. Hubert	Leslie A. Kero
		David L. Hanst	George F. (Fred) Hudson	Karl A. Kerscher



Gaylan E. Kessel	Francis Nicholas Lung	Benjamin F. McKenzie	Don Mullenniex	Theodore T. Osinski
Charles W. Kettering	Clyde Luther	Earl D. McKenzie	Richard P. Rip Munger	Harlow Beck Osteboe
Bernard Bob Kibort	Clark E. Luther	Charles A. McKinnon	David L. Munyon	Wesley J. Paget
Ken Killmon	Joseph M. Luton	E. P. McLaughlin	Richard M. Murdock	Harry R. Palmer
Walter C. Kimmey	Ronald R. Lyall	Bruce A. McLeod	Daniel H. Murphy	William L. Parker
Don W. Kincaid	Robert E. Lynch	James P. McMillin	Dick Murray	Speddy Parlette
Charles R. Kittle	Peter M. Lynch	John V. Maximo McNamara	Edgar R. Musser	Kent Parsons
H. C. "Duke" Knief	G. W. Woody Lynn	Thomas L. McQueen	Lew Myer	Joseph A. Patalive
Lyle D. Knoll	Rod Lyons	Jimmie E. Meadows	William M. Myers	William C. Pauling
Hal Knoop	David C. Mackie	Richard K. Meadows	George I. Myers	Axel D. Paulsen
Frederick D. Koehler	E. W. Bill Madsen	William Lawrence Mega	Paul "Whitey" Myers	George Edward Peo
Robert Forrest Koehler	Robert V. Magdaleno	David S. Meik	Jack Neale	H. Kennard Perkins
William J. Koenig	Las P. Maher	Alvin Joseph Menting	James G. Neighbor	Michael A Perry
Joseph J. Kollar	Joe Mahoney	Stephen T. Merchant	Gail M. Nellis	El Pete Petersen
W. S. Koop Koopmann	George W. Maize	Harry A. Metz	Dennis S. Nelson	Fredrick G. Petersen
Milo Roy Kopp	Joseph H. Malm	Jerry L. Meyer	Edwin L. Nelson	John C. Peterson
Jordan Kraly	Antone Pereira Manha	Paul Poncet Meyer	Leo Nelson	Homer F. Peterson
Virgil C. Krebs	Richard E. Mankus	Harold H. Meyer	Sid Nelson	Kenneth Peterson
Charles Chuck Krekorian	Edward A. Manning	William M. Meyer	Jerry G. Nemier	Herbert M. Pettitt
George Krock	Billy G. Maples	Lew Meyer	Marvin D. Newton	Christopher Vern Pickup, Jr.
Kenneth C. Kuecker	Alfred W. Marsh	Marvin C. Meyer	Edward Nibur	Thomas O. Pierce
Joseph Ray Kuhlman	Norman A. Marshall	Clarence L. Michaud	Robert C. Niccolls	James J. Pifer
Walter L. Kuhn	Fred Martin	Matt Middlebrooks	Jack Cameron Nichols	Joe Pijas
Skip La Rocque	Edward I. Martin	Robert D. Mierau	Fred Nichols, Jr.	David J. Pirrie
William W. Lambertson	Rober C. Martin	Frank J. Mihalic	Doug Nicholson	Jay Plank
Tom Lambrick	James O. Martin	James W. Miller	Joseph J. Nickel	Charles R. Pocher
Eugene R. Lamski	A. Leonard Martin, Jr.	Kenneth G. Miller	William J. Nielsen	C. E. Chuck Podhasky
David J. Landry	Peer Maseng	Carl W. Miller	Paul A. Nordstrom	Robert E. Pollard
Harry J. Langosh	William L. Mason	R. B. Duke Miller	Bob Norris	Daniel Porter
Rex G. Lawson	Larry G. Mason	Roy M. Miller	Joseph O. Nuccetelli	Oakley W. Porter
Robert T. Lawson	P. D. Matheson	Truman W. Miller II	James R. Nugent	Bruce R. Pottorff
Omar W. Leap	Ronald T. Matsuda	Joe Minick	Carl Glen Nyman	Jeffrey P. Poulson
Ham Lee	Hubert D. Mattern	D. G. Mitchell	Theodore J. O Malley	Richard Whitman Pow- ers
Lee Leewood	Henry L. Maxwell	Richard C. Mitchell	Ward J. O'Brien	Arthur L. Powers
Brian Leiding	David G. Maxwell	Richard W. Mitchell	John J. O'Connell	John G. Powers
Roger L. Lemieux	Allan G. May	Robert Lee Mitchell	William J. O'Connell III	George E. Press
Jack E. Leonard	Rex H. May	Douglass Mitchell	Bill O'Connor	John A. Prestegaard
Julius Lepkowsky	Charles M. Mayer	Douglas McQuillan Mitchell	Samuel C. O'Daniel	Donald R. Prestin
Larry Letson	Rudiger Mazander	Stephen S. Moddle Jr.	Leon O'Daniel	Jimmy L. Price
Ray L. Lewis	Henry E. McBride	Orrin L. Moen	Timothy G. O'Donnell	Freeman G. Prior
John R. Linderman	Richard W. McBride	William Austin Moffet	Edward P. O'Donnell	George L. Pritchett
William B. Lints	Jim McClure	Ray Moffett	Harold H. Ohlenkamp	Jerry L. Proctor
Edward Mack Lionberger	R. J. Dick McCormick	Richard R. Moll	John V. O'Laughlin	A.L. Ed Prose
Winfield H. Lippincott	L. D. Mac McCroskey	Robert L. Moncur	Hammond Oldham	Jack H. Pulcheon
Harold P. Little	George D. McCullough	James P. Moore	Fred W. Oldham	Thomas S. Purrington
Arthur R. Littlefield	Frank W. McCurdy	Wm. Joseph Bill Moore	Wesley Olney	Kingsley G. Purton
Gary Lomheim	James McCusker	Jack Moore	Bob T. Olsen	Robert M. Puryear
James B. Long	Donald James McDaniel	Robert P. Morf	James E. Olson	Charles Wilson Pyeatt
Raul Lopez	Verne A. McDermont	Thomas Morgan	Burton H. Olson	Anthony Pytlinski
Henry Lopez-Cepero	Donald James McDermott	James W. Morrell	Robert L. O'Neill	Gerald D. Quitney
Egbert P. Lott	Richard A. McDermott	Denny Morrell	Samuel J. Orchard	Robert L. Rabb
Edward Louis	Eldon Campbell McEachern	George S. Morris	Richard N. Orr	Thomas P. Race
John A. Lovett	Clayton S. McFarland	Edward J. Morrison	Alvin G. Orr Sr.	Fred Rachford
James E. Loyd	Brian Thomas McGee	James A. Morrison	Michael F. Osborn	William H. Raimer
Dwight E. Lubich	Brian B. McKay	Robert E. Mosher	John C. Osborne	John C. Rains
William Bud Lunde	John E. McKean	Warren F. Mugler	Ray O'Shea	Walter F. Ramseur
John T. Lundy	George A. McKee	Charles P. Muhl		

Charles J. Raney	Howard A. Schmitz	Harry L. Smith	Norwin N. Synnestvedt	Jim "Muddy" Waters
J. Douglas Rankin	George J. Schnell	John A. Smith	David R. Tank	Kenneth D. Waugh
Ned W. Rankin	Edward "Bubbles" Schnepel	William E. Smith	John Raleigh Tanner	Joseph Weatherby III
William J. Rankin	Harold Schoenborn	William D. C. Smith	James B Taylor	Robert D. Weaver
Maxwell Rasmussen	William O. Scholes	Richard Donald Smith	Ronald Eugene Taylor	Ronald E. Weber
Ervin M. Rausch	Lloyd R. Schram	A. Walter Smith	Roger H. Taylor	Martin Wade Weeks
Paul G. Regan	Robert Tom Schroeter	Robert M. Snyder	E. D. Al Teel	Paul Terrell Weiss
Thomas E. Reid	Waldo Schroeter	Pete Snyder	Dearl W. Temple	J. C. Pete Werner
H. W. Reid	Larry D. Schulte	Harold K. Snyder	Dwight E. Terrell	Ronald R. Werner
Remy Remalin	Richard P. Schultz	Theodore J. Sobota	Antone J. Testa	William J. Westfall
Daniel F. Renfroe	John J. Schuster	James E. Sonnenleiter	Roger L. Thibodeau	Charles L. Westpfahl
John O. B. Rensch	Bernard Schwartzman	Wesley Allyn Al Spear	J. Fred Thomas	Kenneth H. Wheeler
Robert D. Reser	Charles J. Schwarze	William F. Spear	William L. Thomas	Bruce A. Wheeler
Laverne F. Reu	Steve K. Scott	David F. Specht	James H. Thompson	Paul Terrell Whitby
Kermit Reutlinger	Martin Seaholm	Cleve G. Spring	Willis R. Thornberry	Raymond D. White
Cleve A. Rice	Trow Seabee	James Staib	Donald B. Toeppen	John Weldon Whiteaker
Wilmer R. Richards	Charles D. Segars	Pinky Stainback	John W. Traeger, Jr.	Gerald S. Whitlock
Glenn L. Richardson	Charles J. Sehlke	Rodney M. Stair	William Treichel	Lloyd W. Whitlow
John C. Richardson	Robert C. Seits	Richard E. Stebbins	James R. Trierweiler	L. W. Bill Whitlow
Neal H Ridenour	Fred W. Sells	John X. Stefanki	Eugene F. Tritt	Robert J. Whitman
Ralph B. Ridge	Robert H. Senger	Jack Steidl	Donald L. Trunick	Ward B. Whitten
Edgar A. Riehl	Anthony Sensi	Carl F. Stengele	James P. Turner	David W. Wickersham
Harold D. Riggs	Jacque M. Sexton	Gene P. Stepanovic	James E. Jim Turner	Donald Miller Wight
Richard E. Robbers	Ted E. Shanks	Gregory G. Stepanovic	John R. Turner	Marlin D. Wiita
Fred L. Rodgers	Richard R. Sharpe	Bartlett Stephens	Johnny B. Tweddell	Joseph A. Wilfahrt
Anthony T. Romito	John B. Shattuck	Alan J. Stephenson	Wallace Duane Tweden	T. M. Wilkinson
Harry Filer Ropp	Howard A. Shaw	Marion Sterling	Walter R. Tyler	Robert B. Williams
Robert W. Rosebraugh	Thomas J. Shaw	Bernard Sterner	Harry S. Tyree	E. K. Williams
Owen C. Ross	Leslie H. Shea	James F. Stevenson	Joe Udovch	John W. Williams
George W. Roth	Thomas A. Sheeran	H. Douglas Stewart	Nejat Ramsey Unalp	Powell Williams
Tom P. Rowe	Harvey D. Sheren	John D. Stewart	Don Harley Upton	W. D. Williams
Daniel M. Royce	Sturart Orrin Sherman	William James Stewart	Donald L. Utz	George Williams, Sr.
Joseph T. Rozic	Richard J. Sherman	William F. Stewart	Ellis D. Van Alstine	Thomas D. Williamson
J. R. Bob Rudd	Alan Timothy Shimer	Edward L. Stickels	Jack Van Kleef	William N. Willson
John J. Ruddy, Jr.	Alan H. Shimer	Simeon D Stidham, Jr.	Robert Van Nostern	James F. Wilson
Eugene D. Ruder	James E. Ship	Bernard G. Stoecker	John N. Van Patten	Jack L. Wink
Karl Ehresman Runkle	Richard E. Shipman	Harry Stonelake	Ralph E. Vance	Nathan P. Winter
Rick Saber	James J. Shirley	William C. Stoneman	Theodore J. Vass	Orris Anthony Winters
Gary S. Sakuma	John H. Shore	William B. Bill Stookey	Alphonse P. Venskus	Samuel B. Wiper
Eugene Gino Salegui	Charles J. Shuckhart	John D. Jack Storch	Allen J. Verhage	R. John Wisda
William T. Salisbury	Dean E. Shuff	Harold R. Storey	William Harold Verplanck	James G. Wise
Gary A. Salman	Ted Sigtenhorst	John E. Stout	Rod Violette	Gordon Withers
Richard B. Sanders	Keith Simecek	Thomas Hodgins Stowe	Joseph A. Vitelli	Joseph F. Wolfe
Clifford R. Sanderson	Kolman A. Simko	Frederick D. Streb	Robert A. Vogtritter	Raymond F. Wolff
Carl L. Sandquist	George H. Simmons	James Dicksey Strickland	Arvid Von Nordenflycht	L. W. Woodworth
Byrne B. Sands	John A. Simmons	James E. Strong	Watson W. Waddell	Earle F. Worley
William L. Sangster	Edmund H. Ted Simmons	John M. Strong	Richard A. Wade	Howard F. Wray
Frederick W. Sanzenbacher	E. Whit Simpson	O Foster Sturdevant	Richard K. Wagner	Donald E. Wright
Victor Saracini	Albert J. Slimon	David G. Suits	Richard W. Wagner	Francis J. Wright
Frank L. Scheder	Ed Curly Slobodian	Noel B. Summer	Rube Wagner	James W. Wright
Joseph J. Schenke	L. Wilson Slocum	Henry A. Suta	Wayne L. Walker	Russell J. Wright
James E. Scherer	Stanley S. Smilan	G. L. "Bill" Sutherland	Casimir C. Walker	Donald L. Wright
R. F. Schlarmann	Bernald S. Smith	Frank L. Swaim	James Orr Wallace	Gerald Gilbert Yerdon
Charles G. Schlichter	Bruce P. Smith	Harry Kirk Swann	Lyman L. Walter	Erwin A. Young
Larry L. Schmidt	F. Weldon Smith	Andrew Paul Swasko	Larry S. Walters	Vincent N. Young
Robert J. Schmiedeke	Thomas W. Smith	Donald M. Swirnow	Richard F. Ward	Gerald William Zimmermah
Al Schmitt			Jefferson K. Warren	

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## 2005 RUPA CRUISE TO ST. PETERSBURG

**Date of Cruise: June 30, 2005**

**10 day Roundtrip out of Copenhagen**

**On The Brand New**

**Holland America MS Westerdam**

**Check out deck plans and staterooms on the Internet**

[www.hollandamerica.com](http://www.hollandamerica.com), [click on fleet](#), [ms Westerdam](#),  
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Itinerary for the Ten Days Gems of the Baltic Cruise.

Depart Copenhagen Denmark with stops in:

Tallinn, Estonia, 2 days in St. Petersburg with the option of a side trip to Moscow, Russia, Helsinki, Finland, Stockholm, Sweden, Visby, Gotland, Sweden, Warnemunde with the option of a side trip to Berlin, Germany, return to Copenhagen.

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

Note: The taxes have gone up \$8.18 per person so the prices should be adjusted accordingly.

Category K Inside Cabin	Main Deck Aft	\$1989
Category E Outside Cabin	Main Deck Aft	\$2189
Category VD Verandah	Verandah Deck	\$2489
Category VC Verandah	Verandah Deck	\$2519
Category VB Verandah	Verandah Deck	\$2559
Category VA Verandah	Verandah Deck	\$2559

All cabins are subject to availability.

If there are at least 8 cabins booked at the time of sailing, there will be a cocktail party on board and a possible upgrade. \*

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

The Westerdam is the newest and largest ship in the Holland America fleet, with a capacity of 1848 passengers.

The Main Deck is the lowest deck. The Verandah is the fifth deck and is the middle deck on the ship.

A deposit of \$600 per person is due at time of booking and is fully refundable until 76 days prior to the cruise.

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

It is not necessary to obtain a visa prior to the cruise if you plan to take a Holland America tour, however, if you plan to tour on your own, then you must obtain a visa prior to departure.

### **Send all correspondence to:**

Jerry's Travel Service  
36 Mark Bradford Drive  
Holden, MA 01520  
1-800-309-2023 ext. 33  
1-508-829-3068  
Gpsp@aol.com

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## 2005 RUPA CRUISE TO ST. PETERSBURG BOOKING SHEET

JUNE 30, 2005 Europe Cruise 10 Day Gems of the Baltic  
MS 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 \_\_\_\_\_

Jerry can take your reservation over the phone.

**ATTENTION ALL PARTICIPANTS, RETIREES AND BENEFICIARIES OF  
THE UNITED AIRLINES GROUND EMPLOYEES'  
RETIREMENT PLAN**

The Pension Benefit Guaranty Corporation (PBGC), a United States government agency, has determined under provisions of the Employee Retirement Income Security Act of 1974 (ERISA) that the above pension plan must terminate and that the PBGC should become statutory trustee of the pension plan.

PBGC has determined that the company's sponsorship of the pension plan will end on March 11, 2005. As of that date, participants cannot earn additional benefits under the plan. PBGC will seek to take over the plan's assets and assume responsibility for paying benefits. In the interim, UAL, Corp. remains responsible for payment of plan benefits.

PBGC will guarantee benefits, according to plan provisions, up to the maximum amounts allowed by ERISA. Current retirees will experience no interruption in benefit payments. As participants become eligible for retirement under the plans and complete the required forms, PBGC will begin to pay their pension benefits. PBGC currently pays benefits to more than 518,000 individuals in over 3,400 pension plans it has previously taken over. The maximum guarantee for workers in plans that terminate in 2005 is \$3,801.14 a month (or \$45,613.68 a year) for persons retiring at age 65. Maximum guarantees are adjusted for retirees at other ages or those who elect survivor benefits.



**PENSION BENEFIT GUARANTY CORPORATION  
March 11, 2005**

# LETTERS

**JOHN ADAMS**—Potomac, MD

I retired six months early on August 31, 2004. I did not want to bail out, but the PLSA check in my account 30 days later made me feel better about it. I have been serving as an advisor to APAAD (see [www.APAAD.org](http://www.APAAD.org)), Airline Pilots Against Age Discrimination for a while now and I must admit we are making progress. Two bills tying mandatory retirement for Part 121 commercial airline pilots in the U.S. to normal Social Security retirement age have been introduced in the Congress (S65 and HR65). I have been working on linking up like-minded pilots at our different Councils so that resolutions on changing ALPA National Policy can be passed. We are attempting to force a vigorous debate at the May Executive Board meeting of ALPA National. It is an uphill battle, but worth the time and effort. I don't have any allusions about returning to United, but this cause is just and I may wish to fly for Southwest or JetBlue for a few years. Everyone deserves the choice. Blue skies and tailwinds to all. *John & Kitty*

**LARRY BARNES**—Windsor, CA

Dear Cleve, Another year has slipped over the wings and it is time to remit my RUPA dues.

Sadly, I would like to report to RUPA the passing of my Brother-in-Law, Captain George H. Brickert on February 11, 2005. It was sudden and immediate and when asked by a visiting relative a few minutes earlier he responded he was "feeling wonderful." The funeral was held at Colonial Mortuary February 16, 2005 with interment at Alta Mesa Cemetery.

We all thought he would outlive us all. Particularly me as I am starting my fourth overtime with lymphoma. The game started in July 1997 so I am running out of steam. The Medical Profession has really done a great job containing the problem and once again they have resolved the issue for a while. I was told in 1997 that I had the good cancer. Now tell me that isn't an obvious oxymoron.

George was instrumental in getting my career with United off the ground and I shall ever be thankful for his help. He had just upgraded to Captain on the Convair and sent me a letter saying Art Stribley was looking for Navigators and it would be a great way to get started into United and then into the pilot program as an employee. After completing the testing in SFO, Stew Johnson, then in charge of testing, told me I had the highest Sta-nine score recorded at SFO. (The Sta-nine did not factor in aviation knowledge gained with 2,000 hours experience as a Navigator /Bombardier.) After all the preliminary tests and interview I was hired simultaneously as a Navigator and given a class date to New Hire School at Denver. Once out of New Hire School and a few months on the DC-6 I flew as a Navigator, kind of out of "seniority", to Hawaii and Military charters to Viet Nam while accumulating seniority as a pilot. It was sure a nice alternative to nine more years of school to get in to the Medical profession.

Regards, *Larry*

**DICK BELLACK**—San Antonio, TX

Only a week late but was down in Ixtapa as we did our fund raising for the children of the area in coordination with the cruisers. We had 65 cruisers and local's taking part over 5 days of fund raising. This year we raised over \$40,000 for the children and schools in the area. For you boaters on the west coast you can read about it in the next issue of Latitude 38.

Both Gloria and I are in good health and were able to take 2 trips to England, one to take Gloria's 2 sisters and Mum and friend, who live in Poole, England, on a cruise to St. Petersburg out of Dover, similar to the planned RUPA cruise. It is a great trip but watch your wallets in Russia, especially if you take the group tours. I might recommend that 4 get together and just rent a car and driver for the day as the price is right and you see what you want.

I have been busy on the apartments in San Antonio as well as selling and buying another place here. We are down sizing from 6,000+ to a condo on the River Walk.

We still keep the place in San Diego and Mexico and between the 3 the year just flies by. We drive back and forth to Mexico and make a vacation out



of it. An interesting place if you are driving down that way is Real de Catorce which is just north of San Luis Potosi, it is an old silver mining (ghost) town with a mile plus road cut through the mountain to get to it.

Not much to say on UAL and our pensions but glad that I burned up all my vacation time when I was flying and enjoying the time off. I feel that all the shouting should be done by June and then we will see the consolidations that were talked about in the '80's. Just talked to a friend that is still flying and he says that Southwest pilots make more than our 747 captains and they would be happy with Southwest pay. He is flying a 92 hour schedule.

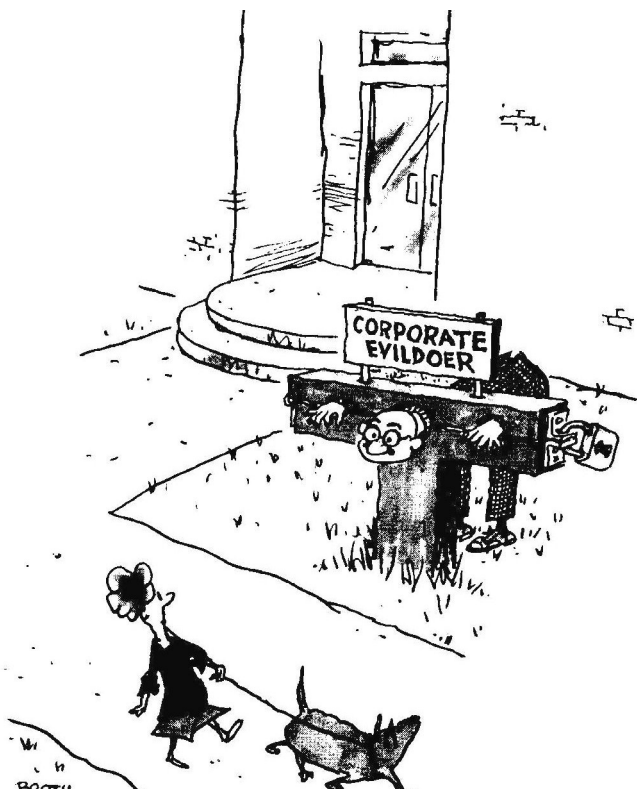
Check is in the mail and want to thank you all for your hard work and dedication.

Cheers, *Dick Bellack*     [RBellack@hotmail.com](mailto:RBellack@hotmail.com)

**MARTIN BERG**—Saratoga, CA

Hi Ted: Starting my 21st year of retirement; feeling great. One flight to HNL, one to ORD, no problems. Over a dozen doctor visits, all minor. Lots of blood tests, lupron shots, physical therapy, and 2 surgeries for basal cell removal. Can't play golf, never could, still trying.

*Marty*



**BETTY BERGBOWER**—Easton, PA

Hi Ted,

February 2005. This is Tom's birthday month. It is 4 years since he passed away. I moved from Scottsdale, Arizona back to Pennsylvania last May, supposedly to close and move into my condo in Easton, PA. However, there were a few problems with the construction and I had to rent a furnished apartment and have all my furniture and belongings put into storage for 3 months. Everything got straightened out, and I moved in August 2004. I'm finally getting settled.

This is the first time I have lived in Easton since I left Easton in 1955 to become a stewardess for United. I have made a full circle now. I don't know if that is a good or bad omen. My phone number in the 2005 RUPA Directory is the one I had in my furnished apartment in Bethlehem and not correct now. My correct phone number here is (601) 258-2039.

Thanks to all of you who put the *RUPANEWS* together. I do enjoy it. *Betty*

**JOHN C. BLACK**—Lakeland, FL

Cleve, it's that time of year again. Enclosed are the dues for the next year. Not much to report for me except a quad bypass in Sept. last year. Life saving, but a hard way to go at 64.

Like most of the rest of us, I sure hope the powers that be are able to stabilize the pay check we worked so hard for. This uncertain future is not doing my new heart any good. I am unhappy with the stand ALPA is taking with us and big picture. All those years of dues and they won't even recognize the retired folks. Makes one wonder just what the struggle was for all those years past. Let's hope the next few years are better. *je*

**GEORGE BRINKMAN**—Coldwater, MI

Hi Cleve, All's well with the Brinkman Family. We bought a Piper twin Comanche last May--- mostly for our son to get multi-engine time. He graduates this May from Embry Riddle. He has flown it almost 500 hours--and I have flown it about 60 hrs. (Something wrong here). When I was checked out for insurance purposes, I realized on



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my solo flight that it was the 1st time I had flown by myself in about 40 years---all the way back to my fighter pilot days. Since the plane went down to school with my son (in Daytona Beach), he had to evacuate the A/C four times last fall for the hurricanes.

Shannon and I finally did the cruise thing. It was fun---of course, it was airline rates!

Most of our other travels were by auto--as we hate to leave our dog kenneled at her age.

Our airline keeps hanging in there. Hopefully it will survive and once again be a great airline.

Happy Landings, *George & Shannon*

**JAMES F. BUEHNER**—Marco Island, FL

Dear Ted:

I am in a new house my wife and I had built. Great experience but now I will say "Been there, done that".

All is going well except for that pesky mosquito called the United Airlines Pension Plan. Just keeps buzzing. Will it bite? Can't worry about it, have "busy" stuff to do. Where does that stuff come from?

Good work guys! *Jim*

**FRANK CALDERARO**—Martinsville, NJ

Still healthy – just can't remember things like what I had for breakfast or the name of that guy I just met. But what the hell – that stuff is not important. Been thirteen years since I set the parking brake on that "big" UAL machine and four since I flew my last Orbis trip. But let's face it – I'm probably not safe anymore (some co-pilots might think I never was). I'm not involved with anything significant like with some "do good" organization – my wife says "get the hell out of here and do something". Seem to stay busy with things that are not really important. Most of our family (14 grandkids) are reasonably close – furthest is New Hampshire – visit and play with them often – oldest a Junior in college, youngest twins in first grade. Go to my health club five days a week when we're not traveling. Go to lunch often with some old retirees like myself and tell lies about our "hairy" experiences

in the air. Don't feel much like going overseas on some of those planned vacations – like meet the bus in front of the hotel at 7:30 AM and go to downtown Budapest or some other city that I could care less about. We do travel stateside, some driving, some flying. We have friends and relatives all over the place and enjoy time with them. Keep saying I will resume golf again maybe even break 95. As I read what I just wrote, I sound pretty dull, boring, but I hope I'm not. Get all the scary messages about the loss of our UAL goodies, possibly our pension – not much we can do about it, just keep the faith!

*Frank*

**HUGH CHANCE**—Northglenn, CO

Due to Hugh's declining health, we have had to make another change of address. 2511 E. 104<sup>th</sup> Ave. #257, Northglenn, CO 80233.

On Christmas Eve, Hugh had a fainting spell that ended up with him being hospitalized for four days. At that time, the doctors said they found no reason for his fainting, but they felt he was no longer a candidate for assisted living and that he should be in a full-care facility.

Hugh is in the medical center here at Sunny Acres and I have an apartment in the same facility so I am able to see him daily. It isn't the greatest situation, but what the doctors ordered.

Hugh's dementia doesn't seem to change much. He still knows me, but his mobility is not good.

Prayers are always appreciated.

Sincerely, *Lois Chance*

**CHARLES CLEAVER**—Los Altos, CA

Hi Ted, I turned 83 years old last month. Twenty-three years since retirement seems like a long time ago, which it is. For travel last year we made spring baseball training in Phoenix in March and July a family reunion in Seattle. Caught up on all of the oyster eating from Hoods Canal. A family member has a cabin there, near Belfair. Had a grand time. Must have been about 50 there.

My problem for the last few years has been poor circulation in my legs. In January I had 4 stents in each leg and one in my abdominal aorta. Now all of my circulation is real good. Still low on energy. My

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wife was truly a trouper taking care of a crotchety old man, but she survived and I love her dearly. Neil Johnson and I retired in 81 and 82 and under that contract with UAL it looks like our pension will be OK. The extremely wet winter here, 133% of normal and now for the last week the sun has been out and it is 75 degrees. It is real nice.

I am looking forward to Boys Night Out tonight and visiting old friends. *Charlie*

**ROBERT J. CLUPPER**—Livingston, TX

Dear Ted:

STILL TICKING

‘NUFF SAID!!!

*Robert*

**MICHAEL CONDE**—Thousand Oaks

Dear Cleve, Many thanks to you and all that make the news letter possible. I really appreciate it.

Rosa and I are in good health and doing pretty much the same old stuff, so I will get straight to the point. People are always telling me to stop beating around the bush and say what I really think! This pension plan talk is missing a few points. I know that I am in the minority, but I gave United nearly my entire working life, 37 years. The result of that is that I only have the one pension. A majority of my fellow retirees have a lot less years with United, and as a result, have a small portion of their pension in the non-qualified part. They may also have other pensions to help out. Those of us in my position stand to lose a lot if the PBGC takes over the plan. I would lose \$25,000 a year on the qualified plan alone, and another \$29,000 a year on the non-qualified portion. I do not consider that to be beer money! If the court allows the PBGC to take over the Qualified plan there is nothing we can do about it; but United intends to stop paying the unprotected non-qualified as well. That money is money we earned working for United, work that we can not take back. United can strike a new deal with the working pilots; they don't have to continue working there! We did our work and should be paid for it!

I would like to hear your thoughts on the subject. My new e-mail is [captmike747@msn.com](mailto:captmike747@msn.com).

Best to all, *Mike*

**NORB CUDNOWSKI**—Watersmeet, MI

Greetings to all: Hard to realize that I have been retired for fifteen years. It seems that the years are going by at the speed of light. Fortunately, Carole and I are in pretty good health. Still spend the winter in SW Florida and the summer in the U.P. of MI. Still playing tennis, mostly doubles, with a few more aches and pains, but consider myself lucky to be able to get out there and still compete.

Speaking of good fortune, how fortunate we were to have worked when we did. Sure we had problems with management, especially in 1985, but nothing like what is going on today. I feel sorry for all employees and what they are facing today. I enjoyed the job, liked the people I worked with, and never imagined United would be in bankruptcy, coming back to employees time after time for concessions. Passengers dressed differently and were treated better in my opinion. It is a different ball game today, as we all know. I doubt if it will ever come back to the good old days, at least not in my lifetime. Too bad management and labor didn't see the handwriting on the wall after Deregulation.

On a lighter note, we still attend, and enjoy the monthly RUPA luncheons at the *Olive Garden* in Fort Myers. Along with lunch and good company, T. J. Sobota has informative speakers and current information which we appreciate.

The Good Lord willing, I hope to be around next year about this time to write a few more words. Hope UAL survives. Good luck and good health to all. *Norb*

**DON DUGAS**—Punta Gorda, Florida

Ted, Dues were mailed to Cleve today.

We are a bit weary of the hurricane situation here in South West Florida. August 13th was Black Friday for us as hurricane Charley destroyed the home, boat and airplane.

My insurance carrier USAA did a great job after some prodding and a call to the vice-president of claims. The most important person in the equation appears to be the adjuster they assign to your claim.

All the family sat out the storm in an inside closet while the house was torn apart. Next year I am planning to get a permanent room at Universal Studios for each storm. We are all healthy and enjoying the pre-lose-your-retirement phase of our lives.

Best regards, *Don*

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## WHAT MADE AN AIRBUS RUDDER SNAP IN MID-AIR?

From: Pilots Defending the Profession newsletter@apapdp.org

When Flight 961 literally began to fall apart at 35,000 feet, it increased fears of a fatal design flaw in the world's most popular passenger jet.

At 35,000 feet above the Caribbean, Air Transat flight 961 was heading home to Quebec with 270 passengers and crew. At 3.45 pm last Sunday, the pilot noticed something very unusual. His Airbus A310's rudder - a structure 28 feet high - had fallen off and tumbled into the sea. In the world of aviation, the shock waves have yet to subside.

Mercifully, the crew was able to turn the plane around, and by steering it with their wing and tail flaps managed to land at their point of departure in Varadero, Cuba, without loss of life. But as Canadian investigators try to discover what caused this near catastrophe, the specialist internet bulletin boards used by pilots, accident investigators and engineers are buzzing.

One former Airbus pilot, who now flies Boeings for a major US airline, told The Observer : 'This just isn't supposed to happen. No one I know has ever seen an airliner's rudder disintegrate like that. It raises worrying questions about the materials and build of the aircraft, and about its maintenance and inspection regime. We have to ask as things stand, would evidence of this type of deterioration ever be noticed before an incident like this in the air?'

He and his colleagues also believe that what happened may shed new light on a previous disaster. In November 2001, 265 people died when American Airlines flight 587, an Airbus A300 model which is almost identical to the A310, crashed shortly after take-off from JFK airport in New York. According to the official report into the crash, the immediate cause was the loss of the plane's rudder and tailfin, though this was blamed on an error by the pilots.

There have been other non-fatal incidents. One came in 2002 when a FedEx A300 freight pilot complained about strange 'uncommanded inputs' - rudder movements which the plane was making without his moving his control pedals. In FedEx's own test on the rudder on the ground, engineers claimed its 'actuators' - the hydraulic system which causes the rudder to move - tore a large hole around its hinges, in exactly the spot where the rudders of both flight 961 and flight 587 parted company from the rest of the aircraft.

Last night Ted Lopatkiewicz, spokesman for the US National Transportation Safety Board (NTSB), which conducted the flight 587 investigation, said that the board was 'closely monitoring' the Canadian inquiry for its possible bearing on the New York crash. 'We need to know why the rudder separated from the aircraft before knowing whether maintenance is an issue,' he added.

Airbus - Europe's biggest manufacturing company, to which British factories contribute major components, including aircraft wings - has now overtaken Boeing to command the biggest share of the global airliner market. In sales literature to operators, it described the A300 series as a 'regional profit machine'.

The firm recently launched its super-jumbo, the two-story A380, which is due in service next year. Like earlier Airbus models, this relies heavily on 'composite' synthetic materials which are both lighter - and, in theory, stronger - than aluminum or steel. Fins, flaps and rudders are made of a similar composite on the A300 and A310, of which there are about 800 in service all over the world.

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Composites are made of hundreds of layers of carbon fibre sheeting stuck together with epoxy resin. Each layer is only strong along the grain of the fibre. Aircraft engineers need to work out from which directions loads will come, then lay the sheets in a complex, criss-cross pattern. If they get this wrong, a big or unexpected load might cause a plane part to fail.

It is vital there are no kinks or folds as the layers are laid, and no gaps in their resin coating. Holes between the layers can rapidly cause extensive 'delamination' and a loss of stiffness and strength.

Airbus, together with aviation authorities on both sides of the Atlantic, insists that any deterioration of a composite part can be detected by external, visual inspection, a regular feature of Airbus maintenance programmes, but other experts disagree.

In an article published after the flight 587 crash, Professor James Williams of the Massachusetts Institute of Technology, one of the world's leading authorities in this field, said that to rely on visual inspection was 'a lamentably naive policy. It is analogous to assessing whether a woman has breast cancer by simply looking at her family portrait.'

Williams and other scientists have stated that composite parts in any aircraft should be tested frequently by methods such as ultrasound, allowing engineers to 'see' beneath their surface. His research suggests that repeated journeys to and from the sub-zero temperatures found at cruising altitude causes a build-up of condensation inside composites, and separation of the carbon fibre layers as this moisture freezes and thaws. According to Williams, 'like a pothole in a roadway in winter, over time these gaps may grow'.

Commenting on the vanishing rudder on flight 961, he pointed out that nothing was said about composite inspection in the NTSB's report on flight 587. This was an 'unfortunate calamity', he said. Although the flight 961 rupture had yet to be analysed, he continued to believe Airbus's maintenance rules were 'inadequate', despite their official endorsement.

Barbara Crufts, an Airbus spokeswoman, said visual inspections were 'the normal procedure' and insisted Williams's case was unproven. 'You quote him as an expert. But there are more experts within the manufacturers and the certification authorities who agree with these procedures.' She disclosed that the aircraft used in flight 961 - which entered service in 1991 - had been inspected five days before the incident. She said did not know if the rudder had been examined.

Despite these and earlier assurances, some pilots remain skeptical. The Observer has learnt that after the 587 disaster, more than 20 American Airlines A300 pilots asked to be transferred to Boeings, although this meant months of retraining and loss of earnings. Some of those who contributed to pilots' bulletin boards last week expressed anger at the European manufacturer in vehement terms. One wrote that having attended an Airbus briefing about 587, he had refused to let any of his family take an A300 or A310 and had paid extra to take a circuitous route on holiday purely to avoid them: 'That is how convinced I am that there are significant problems associated with these aircraft.'

Another seasoned pilot with both military and civilian experience said: 'Composite experts across the country advocate state-of-the-art, non-destructive testing to prevent this type of incident from happening, yet civil aviation authorities still only require "naked eye" or other rudimentary inspections. How many more incidents have to occur for decision-makers to do the right thing by passengers and crews?'

He said that while flight 961 had come down safely, to land a plane without a rudder in a crosswind or turbulence could be impossible. The rudder was all the more important on a plane such as an A310, because its wing design meant that it was 'aerodynamically unstable' and needed the rudder for stability.

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Air Transat, a charter operator which flies from Canada to Europe and the Caribbean, said that after the incident it 'immediately carried out a thorough visual examination of all its Airbus A310s... and no anomaly was detected.'

The separation of the rudder may have further implications for the cause of the 587 crash. In its report, the NTSB said the tail and rudder failed because they were subjected to stresses 'beyond ultimate load', imposed because the co-pilot, Sten Molin, overreacted to minor turbulence and made five violent side-to-side 'rudder reversals'. The report said the design of the A300 controls was flawed because it allowed this to happen.

However, the NTSB investigation has been criticised by many insiders. Ellen Connors, the NTSB chair, told reporters last January that the report was delayed because of 'inappropriate' and 'intense' lobbying by Airbus over its contents, adding: 'The potential for contaminating the investigation exists.' In America, the NTSB staff is small and manufacturers provide many of the staff employed on air-crash investigations into their own products.

Dozens of former accident investigators, engineers and pilots, including some who were involved in the official inquiry but were disappointed by its conduct, poured their expertise into a parallel investigation run by Victor Trombetta, who lives near the crash site and runs a website, usread.com. Drawing on the huge mass of technical data released after the crash, they question the conclusion that 'aggressive' rudder inputs were the crash's main cause.

'I don't think the NTSB did a quality job,' said Vernon Grose, a Washington safety consultant who is a former board member. He supported the conclusion of Trombetta's group - that more than ten seconds before any rudder movements, the 587 pilots were fighting to regain control of the aircraft for reasons that remain unknown: a still-to-be investigated technical failure, or possibly a terrorist bomb. The crash, he recalled, took place two months after 9/11. Ninety per cent of the witnesses who saw the plane from the ground said they saw smoke or fire billowing from it before the tail and rudder fell off, Grose said.

Against this background, a spokeswoman for the Canadian Transport Safety Bureau, which is performing the investigation, disclosed that there is 'no evidence' of any movements by the rudder before its rupture, while Air Transat confirmed that it had separated when the plane was at cruising altitude and speed. 'You barely use the rudder at all in those conditions,' the former A300 pilot said. 'If this plane lost a rudder with no one doing anything, it has to raise new questions about the fate of flight 587.'

And the pressure is now on the aviation authorities to review whether testing by the naked eye is really enough to keep air passengers safe.

David Rose

Sunday March 13, 2005

The Observer

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**WILLIAM H. ELLIOTT**—Waianae, HI

Hi Cleve, Five months late so will include next year's payment.

All well here in Hawaii where we are residents now. Still have our home in Reno.

Does anyone no the whereabouts of **Wally Richardson SFOFO**, as I am interested in getting in touch with him? *Bill*

**JOE AND PAT FERRIE**—Auburn, MA

Greetings to all and wishes for a happy year even though it may be less prosperous to some. We're looking forward to the convention in DCA on October 13th thru the 17th; we hope to see a large gathering for that occasion. There will be sufficient notification of the schedule and events in the *RUPANEWS*, I'm sure.

It was great to see some of my old friends from the CLE domicile on the cruise to Alaska; some were newcomers for RUPA activities.

Unbelievably, this is my 15th year into retirement. I remember when it was tough to get on an airplane with my seniority, but the last time I traveled, the agent viewed my seniority date with disbelief and promptly gave us a seat in first class and warned the authorities that we might need a wheelchair upon arrival in BOS. Regards..... *Joe*

**JOHN FORTANAS**—Tiburon, CA

Dear Cleve, My birthday month is April, but I expect to be out of the country all that month. For that reason, I'm sending the dues one month early and a separate check is being sent to the United Airlines Retired Pilots' Foundation.

I'm entering my thirteenth year of retirement in apparent good health and without a day off. No complaints!

Thanks again for all the efforts of those responsible for the *RUPANEWS*. Been meaning to come down to the Peninsula and help the "Folders and Stuffers." My Catholic guilt has been working on me. Sincerely, *John*

**VERN FOSTER**—Enid, OK

Greetings- Eight months ago I moved from Aurora, CO to Enid, OK where son Bill, CDR, US Navy retired, is a civilian instructor at Vance AFB here. On January 3<sup>rd</sup> I had heart bypass surgery, and recovery is going well.

My flying career may be ended but I have had "my turn at bat" with 61+ years including WWII civilian Army Air Corp instructor, 34 years UAL, 5 years charter pilot and 20 years CFI after retirement, I am truly blessed.

Thanks to all who keep RUPA and the *RUPANEWS* going.

Keep the faith! *Vern*

**JUDGE FRAZIER**—Lamoille, NV

Hi Cleve, It would seem I'm tardy again sending my check but I have lots of company. The year went well for Barbara and me with no disasters and only a few problems. I continue being very busy with Masonic work. In my second year as a member of the Board of Governors of a Shrine Hospital for Children I travel frequently to the Salt Lake City Shrine Hospital. It costs \$1.7 million dollars a day to keep the twenty-two hospitals operating and no child has ever been charged a penny for what we do. Shriners do such great things for the kids it's all worth the effort. Last November I was installed as an officer in the Masonic Grand Lodge of Nevada and head two committees. Lots more work but I enjoy it.

Barbara is engrossed with DogTown Rescue, a volunteer group that rescues dogs that have been abandon or picked up and scheduled for euthanasia. The dogs are given any needed medical care, cleaned up, given all their shots, spayed or neutered and given foster housing with the group members pending adoption to a good home. Last year they adopted out four-hundred dogs. My job is to haul dog food (500 pounds at a time), build the kennels and be the general "go-fer".

I now have two grand-babies - one in Texas and one in Arizona. Naturally, both are sweet kids and we're doing our part in spoiling them rotten.

Best to all and thanks to the hard working souls that put our publication together. *Judge*

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**AL FRENCH**—Cape Coral, FL

We dodged a bullet with the hurricanes —just minor house damage and a couple of young trees destroyed.

Kay is doing better each day since her stroke last year. I'm still playing music locally and enjoying life in general.

Thanks to all who make the *NEWS* possible and a special thanks to Doug Wilsman for sharing his expertise. *Al*

**BRUCE GIBBS**—Carlsbad, CA

Many thanks to all who keep the organization and *RUPANEWS* going. Laurie (LAXSW) and I read it religiously every month, as well as following the website almost daily, especially during these "interesting" times.

We very much appreciate everyone's hard work.

Sincerely, *Bruce & Laurie*

**CLAUDE GIDDINGS**—Thousand Oaks, CA

Dear Cleve, I'm sorry, I am a year late. But I am here. 2004 was a year of infamy. My wife became ill in January and succumbed to her death on the 5<sup>th</sup> of November.

We had just celebrated our 50th anniversary in July. She wasn't feeling well, but we had a good time with 150 guests at the Bard House Officers Club in Pt Hueneme.

I am buried in legal work with our Trust Lawyers and CPA's. There is nothing private about our lives. Uncle Sam has come to stay, Ha?!

Thank you for being such a great bunch of men.

Stay alive in 2005. *Claude*

**JIM GLENDENNING**—Camano Island, WA

Another year and we still don't know what's going to happen to our pensions, UAL, or the industry. Oh well, statistically speaking, I've only got a few years left and then all this chaos won't matter. Undoubtedly, the universe is unfolding exactly as it should.

Just returned from a nice visit with Dunc and Ellie Fleming in their very comfortable winter home in Naples, Florida. Had no problems getting to MIA via ORD and even less problem coming home via Ft. Myers and ORD. A bit of a change from some of our SA experiences.

For anyone who thinks their area is experiencing a real estate boom I suggest you check out Naples. They are having a bonafide real estate BOOM! Almost looks like a "bubble" to me.

Not much new to report. Our health has been good and we're thankful for that. Our thanks to all the folders and stuffers, the *RUPANEWS* is still interesting and much appreciated. *Jim*

**MIKE HEPPERLEN**—Crystal Lake, IL

Hi Ted,

Peggy and I have had a good year. A few more aches and pains, however, that goes with the territory. I sold my RV-4 in February to a retired Delta pilot. That gave me the incentive to finish my RV-8 which I did in October. Jim Gesler, who was my chief rivet buckler, was at the test flight and made a video of the whole deal. Watching that is almost as much fun as the initial flight. The aircraft is in Durango, Colorado getting painted, and I should have it back in a couple of weeks.

We had a family reunion in early October at the beach in South Carolina which was a lot of fun. Five grandkids under the same roof in ages between 4 and 16 keeps one very busy.

Check to Cleve. *Mike*

**WILL AND NANCY HUFF**—Oriental, NC

Retired eleven years today. Must be having fun as the time has gone quickly. We have done a lot of travel on UAL with great success. We won't be able to afford it for long. It's amazing that they can charge so much for a seat that wouldn't have gotten them a nickel if no one used it. I like Council 52's web site. I enjoyed being in that Council for most of my career. We all did a great job and had fun doing it.



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Still love this little town we are living in. Anyone coming down the Intracoastal Waterway, stop in Oriental and give me a call. We are down sizing and moving to the center of town. We will be within walking distance of the town dock (free for 48 hours) and the marinas. Y'all come!

Just found out I have prostate cancer. Will be going through all the things so many men have had to do with this same problem.

Check is in the mail much earlier than usual.

Regards, *Will*

**DICK IONATA**—Battleground, WA

Spent a couple of hours recently going thru the house throwing out anything that said ALPA on it. REALLY felt good later that nite when I had a dream in which Woerth, Bathurst, and Tilton "accidentally" walked in front of my truck while it was proceeding at a very respectable speed. Among other things, this served to put to rest the long held conception the old farts don't have wet dreams. A local Ruparian pointed out that it wouldn't be worth the damage to the truck. I, in turn, pointed out that (1), the truck has a massive brush guard and winch which would make any damage inconsequential, (2) a couple of minutes with the pressure washer and it would look like new again, and (3) I didn't think I would have any trouble finding volunteers to help with the pressure washer.

On a happier note, I continue to enjoy my work on the NAA Contest and Records Board. I nominated John Slais to it last year and after being named as Directing Official for the recent Steve Fossett Around the World Non-Stop Solo flight, John joined me for a truly memorable 8 days in Salina, Kansas certifying the flight for 3 pending new World Records. Getting to actually sit in what is jokingly referred to as a "cockpit" was special if unbelievably confining. The airplane has a wingspan greater than that of a B-737-800, yet weighs only 3320 lbs, including the jet engine. Amazing!!

The usual thanks to all who toil to bring this publication to all of us, it's been especially helpful these past couple of years. Special thanks also to Bruce, Doug, and Cliff in a valiant effort to keep us informed. *Dick*

**SKIP IRWIN**—Sarasota, FL

Well, at least I am in the correct month, fifteen days past my actual birthday. Please find my check enclosed for the coming year.

I attended my first RUPA Luncheon in Fort Meyers on March 14. Had a good time and did see some guys I haven't seen for some time.

This past year has been pretty good for me. (Excluding UAL) I finished a new summer home in Ohio on the lake, and health has been good. I have been able to put UAL behind me. I no longer care what they do with anything. I no longer travel on them and have pretty much disengaged myself. I have gone to Plan B, which will net me at least (and probably more) than all funds that UAL will probably take away. The other pilots I flew with are the only highlight from United.

Enjoy the *RUPANEWS*. Sincerely, *Skip*

**STEVE JAKUBOWSKI**—Grasonville, MD

Hey Cleve, Missed the dues by a month--sorry. Like many of us newer retirees, the real potential loss of our pensions is tough to deal with. After 37 years with UAL at least three quarters will be stolen by these SOB's and big unwelcome changes to the planned retirement are in store for us.

Still trying to recover from busting my leg up a couple of months after retiring in March of '03. Had the 5th operation on it last November with no real progress to report, so almost two years of limping along with the aid of a cane gets me around fairly well although I could do without the constant pain. The good news is it was my left leg so at least I can drive. When I was working I couldn't get through the magnetometer without setting the thing off. Now I breeze through it with 23 pins and two plates in the leg and nothing happens. Go figure.

We took a couple of trips on UAL this past year to see our two new grandbabies in SAN and one down to Corpus Christi in January to pin a set of wings on our youngest naval aviator. Three out of four of our boys went down that road, two F/A-18's and a P-3. The fourth worked for the navy until recently on the unmanned vehicle programs at Pax River NAS but left to strike out on his own entrepreneurial effort this year.

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Always enjoy reading about what others are doing in the *RUPANEWS* and sorry to read when one of my old heroes passes away. You guys were always the very best.

Check's in the mail. Regards, *Steve*

**MARV JEFFERS**—Thousand Oaks, CA

Dear Ted and fellow RUPANS,

A short note this year since my message in 04' somehow didn't make it to the journal, probably due to the "change- in command" with Jocks sudden "flight west". this has been a quiet year for us as I am still recovering from a blood infection that put me in the hospital for six weeks, two in ICU. Scary part, I still don't know how I got it? Like everyone we are waiting for the "sad situation" at UAL to be resolved. Would be nice to know how it will turn out. Check to Cleve. *Marv*

**DON KILE**—Phoenix, AZ

Dear Cleve, We are both holding up pretty well, although this downsizing can be pretty traumatic. Arizona gave me a new driver's license without a test of any kind. At 88 I think that is much too generous. I will have to carefully watch out for all those other untested nonagenarians.

*Anne & Don*

**LARRY LARSEN**—Sammamish, WA

My last year's letter got lost in cyber space, however, it doesn't matter because I am so old that I repeat myself anyway!

One of my retirement projects was to build an N gauge model railroad, which I did. But I found out that the fun of it was in the building, not the operating, and besides that, my grandkids treated it as a Lego set rather than a model railroad, so it suffered some damage. Consequently, I sold it on E-bay! I tell my wife we would rather have grandkids than a model railroad set anyway.

My travels in the past 2 years have taken us to Kenya and Romania on a church missions related project. I ended up in Kenya on the floor with a gun to my head, but God protected us and we all returned home safely.

*Larry*

**JULIUS LEPKOWSKY**—Novato, CA

Dear Cleve, To quote F. A. Morton, Jr., at age 71, it seems like a lot of things are late, including my RUPA check. I think this is the first time since retirement, but what the hell, I'm old- I can't remember.

As always, thanks to the guys who keep the *RUPANEWS* coming. *Jules*

**WERNON LEROY**—Pensacola, FL

Dear Cleve, In January we moved in to a new house in Pensacola, FL to be near John & Gail, Vernon's younger son, Capt. John LeRoy, retired.

Vernon will be 89 years young the end of this month—going strong!

Keep up the good work! *Mary Lou & Vernon*

**DAVE MALONE**—Manassas, VA

Dear Ted: In these difficult times, I would like to thank Doug Wilsman and RUPA officials for your efforts to keep us informed about what is happening with our pensions. Doug has done extraordinary work in wading through the PBGC regulations and telling us what to expect.

The news is bad, but the stress would be considerably worse if we were in the dark, relying on UAL and ALPA for information.

Doug's calculator, the RUPA website and *RUPANEWS* have been invaluable in helping us know what to expect.

It is noteworthy that while the Flight Attendant and Mechanic unions have been out front representing their retirees, ALPA has stuck its head in the sand and refused to have anything to do with pilot retirees. The things you learn when it's too late to do anything about it.

*Dave*

**KAROLINA MARSH**—Mt. Prospect, IL

Dear Cleve, My husband, Al Marsh, would have been 76 on March 28<sup>th</sup>. It is hard to believe he has been gone 13 years.

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I still live in my house, but think condo every time I shovel snow or fight an ice dam on my roof.

My health is good and I ride horseback about 4 or 5 times a week. I am a trail rider and love riding in the snow out in the woods.

Part of the winter usually finds me in Arizona, but being executor of a relative's estate going through probate has kept me home, what a demanding job, mountains of paperwork.

I read the *RUPANEWS* cover to cover and thanks to all who make it possible. *Karol*

**GARY E. MC GAUGHEY**—Honolulu, HI

Dear Cleve, and another year of retirement. I had no idea that it was going to be this exciting. All the up's and down's of the retirement situation; oops I am getting old, I forgot there were no up's. I am sure that there are plenty of comments on that subject flowing in for review. I'm writing letters to everyone I can and I hope you are also. At this point that is the best we can do.

As they say, "Other than that Mrs. Lincoln, how was the play." I guess the best way to approach a description of last year with a positive attitude is to say I am looking forward to next year. My second wife and I divorced, my boat is up for sale, (read carefully that is not sail) but on the brighter side I have my golf score breaking 110 about every third game.

I plan to sail my boat to the mainland this summer that will be approximately a 22 day passage. Home port will be San Diego. As I said my beautiful Delphinia, a Liberty 458, will be sold and then back to Colorado. It is going to be sad to see her go.

This will begin a new phase in my life that has an exciting ring to it. Life is an adventure, I have a family to love and watch grow, they can't take that away.

God bless you all! *Gary*

**NILE S. MELING**—New Milford, CT

Dear Cleve, I apologize for my check being late. I appreciate all the news in our RUPA publication, and all the info on the website, it sure helps keep us up on what is going on.

Count me among the dismayed and disillusioned at the current happenings at what was a great company. It has become abundantly clear how totally out of touch management is and has been. Nuf said!

Let's hope that somehow we can salvage something of our pension, but I am pretty sure it's history. My best to all, *Nile*

**MARION D. MILLER**—Arlington, WA

Hi Everyone—It's getting to be birthday month and I want to bring you up to date. An important birthday is coming up. April 18<sup>th</sup> will be my 90<sup>th</sup> birthday.

Virginia and I are in an assisted care apartment and they look after us well. We are fairly comfortable and contented.

Thanks for the effort put into the *RUPANEWS*. I enjoy reading it. Until next year – so long.

Sincerely, *Marion*

**HAROLD E. (HAL) MORRIS**—Henderson, NV

WOW! Only 4 days late. Not bad for an old guy just turned seventy. Shirl and I spent the hot summer months in Montana. Traveled by air only once. Eastbound to BWI to a wedding. Traveled on coach tickets, in December, on AWA so we would be there on time! Returned via United through Chicago on a 757, then Ted to Vegas; like two separate airlines. What a difference. Financially we are in the same boat as United. Too much debt to service when the pension goes away. Thanks to the RUPA website for keeping us informed and to all those Bay area retirees that keep this great publication going! *H&S*

**DOUG NICHOLSON**—Marysville, CA

Cleve, as you know this letter is five months late. I was waiting for my cancer tests to come back to write a report. Feb., last year my PSA test spiked and I needed another biopsy. I had my first warning in '95 when I took my company physical. I had a biopsy in '96 another in 2000 and both came back negative. I was taking a check every six months but this last year, four months in a row the nurse called

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saying the doctor had an emergency and they were rescheduling my appointment. Not wanting the big finger I went along with it until the last time as it was getting to ten months, so I mentioned it and I got my appointment. This time my PSA had spiked to 9.52 so had another biopsy. This one came back positive. My wife and I met with the doctor and he explained that there was another scale, the Gleason Scale to be exact. He said I was a 7. When I asked about an operation he said if he opened me up and if it had spread he would close me up, and that I should get another opinion possibly on radiation. I did this and when I finally got to see a doctor he mentioned that they had sent the 2000 biopsy report over and he was having them fax the new report over. While we were waiting he suggested a check up. Okay another finger at this point meant nothing. He mentioned there were two types of 7 on the Gleason Scale. A low 7 (3+4) was good but (4+3) was not, it could be the other way around. Anyhow, when the report got there it was a bad 7. My prostate was too large to seed and too large to radiate. My reply was then let's operate. His answer was "No, I agree with your doctor, it has already spread and we cannot operate". That's when I felt like I was hit over the side of the head with a brick as my doctor did not have the gumption to tell me it had spread, he said if it has spread. Anyhow, they gave me a hormone shot to, as I put it, turn me into a girl and shrink my prostate (it was \$4000 per shot). Three months later it worked and I got a second shot and they started the radiation treatments. It turns out that little old Marysville has the most up to date radiation center. It is part of UC Davis and is newer than Loma Linda. I received 42 treatments. I can honestly say I had no signs of cancer or discomfort in any fashion nor did I have any discomfort during the treatments. They did have to radiate a larger area around my prostate and they hit my bladder that did give me diarrhea but was treated with ammonia AD. My first test three months after the radiation was less than 1/4 of 1%. I had to wait three months to allow the hormone shot to dissipate and retest and that came at 1/4 of 1% also. As far as the center is concerned I am cancer free and need to recheck in four months. It has been a wild ride, first you are told you have two years then you are cancer free all in the same year. Nothing like waking up from a bad dream.

The good news is anyone wanting to go to this center, I can and will help. It seems they are building more of these radiation centers elsewhere. Every morning my appointment was at 8 am. I was there at 7:45. They would take me in then and I was out by 8. It was Mon to Fri only Sat/Sun off.

I glossed over the Gleason Scale numbers as someone wrote a very good article earlier in the year concerning them. He just had much better numbers. My check is by snail mail. *Doug*

**TIM O'DONNELL**—Sarasota, FL

Hi Cleve and fellow RUPA members. My annual report this year is best entitled **HUNKERING DOWN**.

First came the news that Retiree Medical Benefits would be cut. We **hunkered down** while the URPBPA boys rode their white charger out onto the battlefield, engaged the adversary and brought us back a better-than-offered package.

Then we Florida folks **hunkered down** while a series of hurricanes swept our State from south to north, west to east and east to west. To say that episode was unnerving is putting it mildly. To this day thousands are still in their survival mode from Arcadia to Pensacola and beyond. The hurricane shutter business is now bringing out Lexan and Crystal products. It avoids the ugly, depressing darkness of **hunkering down** in a boarded up residence with NO power while the winds and things howl outside.

Then came the news that the A Plan might be terminated. The news worsened over the following weeks and termination became definite. The question was when. Onto the battlefield rode the PBGC on its white charger. The adversaries are engaged. **Hunker down**.

A great note of thanks is due to Doug Wilsman, Bill Powell, and all those who've kept us updated on the UAL Bankruptcy proceedings through the *RUPANEWS* and the RUPA website, and what the fall-out to us might be. **Thanks Guys**.

On the personal level, five years ago I was started on Vioxx for degenerative arthritis of the spine. A few months later my ankles swelled up to where I couldn't get into my shoes. I was quickly changed

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over to Celebrex. The swelling left and I've taken Celebrex every day since. Now that field is embroiled in conflict. My doctor says keep taking it and I say it's 14 years since my heart attack, why tempt fate? Doctor says not-to-worry. **Hunker down.**

Three weeks ago Bette, my wife, fell asleep while driving home from her two-hour therapy session. She ran off the road and across a neighbor's lawn abruptly impacting a huge palm tree. Three police cars and the EMT ambulance were there before I was called. What a sight I beheld when I walked down the street. She spent five days in the hospital and the car has been totaled. Her 120 lb. body was saved from going through the windshield by the air bags and shoulder strap. Her life was saved and facial cuts and forearm gashes are now healed. Her chest, breast, sternum and rib cage are badly bruised and cause her difficulty in breathing and sleeping at night. **Hunker down.**

With certitude similar to that of last year when I wrote thinking that next year the other shoe will have fallen and we'll know what our future holds for us, I now say **hunker down** until next year.

Thanks to all of you good folks who keep RUPA going and the *RUPANEWS* coming.

Best regards to all. *Tim*

**JERRY OGLESBY**—Port Ludlow, WA

RUPANEWS: Enclosed is \$25 for one year of your fine magazine. Thanks for all your hard work.

Happy to see names of some of my favorite guys in the *RUPANEWS*, and not on the last page.

As I said to my Heart surgeon as he took delivery of his new Mercedes for chain-sawing me open, "If I'd known I'd last this long, I would have had more fun, so I wouldn't have lasted this long."

Best regards, and again thanks. *Jerry*

**GARRETT PAULL**—Berthoud, CO

For the *RUPANEWS*: I would like to thank all of you for taking the time to make "*RUPANEWS*" happen. I would also like to publicly thank all at URPBPA for their dedication. I have received much information from Ron Blash, Jim Hosking

and Carl Hankwitz. They have spent a great deal of time and effort on updating many of us about the pension proceedings. Thanks. And thanks to Doug Wilsman for his research. Have a new e-mail address. [grp747@qwest.net](mailto:grp747@qwest.net). Thanks...*Garrett*

**GEORGE PAULL**—Alexandria, VA

Ted & Cleve, Sorry I am late in sending the annual check but want to thank both of you and your helpers for continuing to put out a "Best Seller" publication. I am still recuperating from a second heart attack in 2003 and hope I can regain more strength in 2005.

And I wish the same for United.

Cheers, *George*

**JAY PLANK**- Hillsborough, CA 94010

Hi, Ted: Birthday month coming up in March. All the Irish help me celebrate on March 17, St. Paddy's Day. Letter to you, check to Cleve. I just picked up the bound copies of last years Bulletins. Cleve will get them to their respective parties soon.

Not much traveling this year. Trip to Kauai in March, 04 and then to EAA with a friend in July. Clare and I attended the pre-view opening of the Space Hanger at the Udvar-Hazy Center at the Smithsonian in October. The Museum is really outstanding. I am so glad that the Convention is being held in Washington, D.C. this year. Thanks for all of your work on the *RUPANEWS*.

Best Wishes, *Jay*, <Jplank1@aol.com>

**WALT RAMSEUR**—Millbrae CA.

I would like to share the recent experience of my brothers passing. My Brother Bill, was a veteran of 28 missions over Germany as a B-17 tail gunner, and had a pleasant, successful life as a Co-Op Feed and Seed store manager. His wife passed away in 1987, just after he retired. He had no children and lived alone but developed a great friendship with a divorcee neighbor. He enjoyed his 8th Air Force reunions, church work and, helping other seniors. Two years ago he had a slight stroke from which he recovered most of his mobility and his ability to drive. He did what very few of us do. He prepared

for his eventual demise. He wrote his obituary, placed a headstone for he and his departed wife in the family cemetery, went to the funeral Home and picked out a casket, paid for his funeral and instructed the undertaker to be sure to comb his hair right. He had no hair at that point. His sense of humor was always there. He picked out passages of scripture to be read and hymns to be sung at his funeral. He wrote a will disposing of his modest estate, and a power of attorney to be sure he would not be kept alive in a vegetative state. He then went on to enjoy two more years of friendship and enjoyment of life. On December 17 I got a call that he had waked up in a very confused state of mind, got dressed and drove two blocks to the Police Station, walked in and had a massive heart attack. They by law called the paramedics who again by law after much effort resuscitated him and put him on life support. After my Sister arrived with the power of attorney she was informed that again by law(North Carolina) had to keep him on life support for twenty four hours. At the end of 24 hours he was taken off life support and passed peacefully. The reason I am telling this story is to say that the greatest gift you can leave your Family is to prepare for the inevitable. Make your plans known whatever they may be and relieve your family of making decisions in their Grief. On December 22, the First Presbyterian Church of Lincolnton, NC was full of friends and family to pay tribute to a life well lived and planned to the end. Would that I could do as well. *Walt*

**BILL RANKIN**—Queenstown, Maryland

Hi Cleve and Ted:

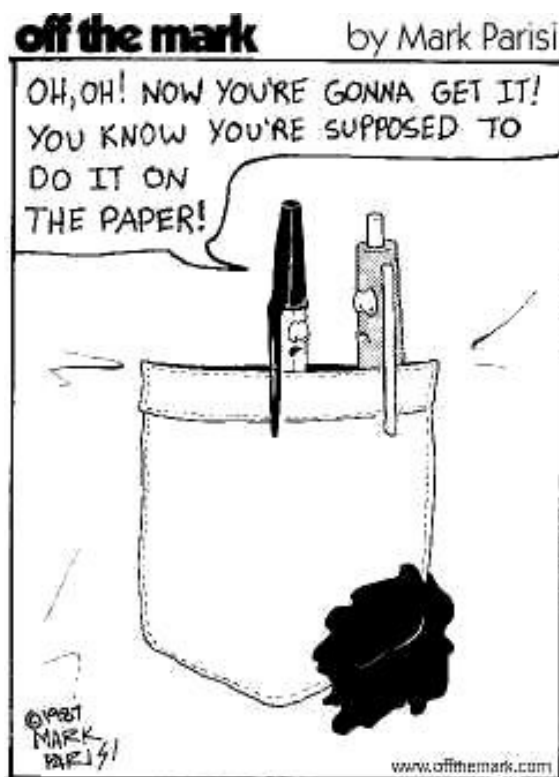
Many thanks to Ted for including some very pertinent information from alternative type doctors, such as Dr. Bruce West, in the February *RUPANEWS*.

Gail and I have received multiple medical newsletters over the years, and too many from "prestigious" medical colleges, only recommend cutting and lots of drugs. Doctors like West, Whitaker, and Rowen offer solutions that avoid the cut/drug program. Anyone who is being pushed toward a bypass operation should read publications concerning chelation therapy, and, if you are on statin drugs, you should be taking COQ10 for the ticker.

Enroute to Monterey for a Navy reunion, we spent a few days in San Francisco recalling those great years when we were flying to Honolulu on the DC-8, and I was semi-retired, reading position reports every hour and eating Trader Vic dinners. While in the area, we stopped at the old Ben Franklin Hotel in San Mateo and, I regret to report, the demise of an era. The place is empty, and in essence, almost abandoned with only a maintenance caretaker in residence. Our lengthy chat uncovered no information as to what was in store for the facility. He stated he really enjoyed the periodic visits of old crew members, and their BF stories. I am sure Mr. Best is not a happy camper in never, never land. Thought that Steve Martin and other Idlewild/LaGuardia types would appreciate this. A far cry from the days when the DC-7 crews would be ushered to the penthouse suite when they broke the existing non-stop record. Mr. Best was to everyone, the BEST. Gail tells me, in the old days when the flight attendants changed uniforms, the waitress' in the coffee shop eagerly awaited the hand me downs, such as handbags, coats, etc. Both the Ben Franklin and United Airlines have both seen better days and it was great to be a small part of that era.

Thanks again for a great publication, and to Doug Wilsman, for his incredible work on the calculator.

*Bill and Gail*



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## **ALTERNATIVE MEDICINE**

### **THE RISKS OF UNTESTED AND UNREGULATED REMEDIES**

Marcia Angell, M.D. And Jerome P. Kassirer, M.D.

What is there about alternative medicine that sets it apart from ordinary medicine? The term refers to a remarkably heterogeneous group of theories and practices disparate as homeopathy, therapeutic touch, imagery, and herbal medicine. What unites them? Eisenberg et al. defined alternative medicine (now often called complementary medicine) as "medical interventions not taught widely at U.S. medical schools or generally available at U.S. hospitals." That is not a very satisfactory definition, especially since many alternative remedies have recently found their way into the medical mainstream. Medical schools teach alternative medicine, hospitals and health maintenance organizations offer it, and laws in some states require health plans to cover it. It also constitutes a huge and rapidly growing industry, in which major pharmaceutical companies are now participating.

What most sets alternative medicine apart, in our view, is that it has not been scientifically tested and its advocates largely deny the need for such testing. By testing, we mean the marshaling of rigorous evidence of safety and efficacy, as required by the Food and Drug Administration (FDA) for the approval of drugs and by the best peer reviewed medical journals for the publication of research reports. Of course, many treatments used in conventional medicine have not been rigorously tested, either, but the scientific community generally acknowledges that this is a failing that needs to be remedied. Many advocates of alternative medicine, in contrast, believe the scientific method is simply not applicable to their remedies. They rely instead on anecdotes and theories.

In 1992, Congress established within the National Institutes of Health an Office of Alternative Medicine to evaluate alternative remedies. So far, the results have been disappointing. For example, of the 30 research grants the office awarded in 1993, 28 have resulted in "final reports" (abstracts) that are listed in the office's public on line data base. But a Medline search almost six years after the grants were awarded revealed that only 9 of the 28 resulted in published papers. Five were in 2 journals not included among the 3,500 journal titles in the Countway Library of Medicine's collection. Of the other four studies, none was a controlled clinical trial that would allow any conclusions to be drawn about the efficacy of an alternative treatment. It might be argued that conventional medicine relies on anecdotes, too, some of which are published as case reports in peer reviewed journals. But these case reports differ from the anecdotes of alternative medicine. They describe a well documented new finding in a defined setting. If, for example, the journal were to receive a paper describing a patient's recovery from cancer of the pancreas after he had ingested a rhubarb diet, we would require documentation of the disease and its extent, we would ask about other, similar patients who did not recover after eating rhubarb, and we might suggest trying the diet on other patients. If the answers to these and other questions were satisfactory, we might publish a case report - not to announce a remedy, but only to suggest a hypothesis that should be tested in a proper clinical trial.

In contrast, anecdotes about alternative remedies (usually published in books and magazines for the public) have no such documentation and are considered sufficient in themselves as support for therapeutic claims.

Alternative medicine also distinguishes itself by an ideology that largely ignores biologic mechanisms, often disparages modern science, and relies on what are purported to be ancient practices and natural remedies (which are seen as somehow being simultaneously more potent and less toxic than conventional medicine). Accordingly, herbs or mixtures of herbs are considered superior to the active compounds isolated in the laboratory. And healing methods such as homeopathy and therapeutic touch are fervently promoted despite not only the lack of good clinical evidence of effectiveness, but the presence of a rationale that violates fundamental scientific laws surely a circumstance that requires more, rather than less, evidence.

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Of all forms of alternative treatment, the most common is herbal medicine. Until the 20th century, most remedies were botanicals, a few of which were found through trial and error to be helpful. For example, purple foxglove was found to be helpful for dropsy, the opium poppy for pain, cough, and diarrhea, and cinchona bark for fever. But therapeutic successes with botanicals came at great human cost. The indications for using a given botanical were ill defined, dosage was arbitrary because the concentrations of the active ingredient were unknown, and all manner of contaminants were often present. More important, many of the remedies simply did not work, and some were harmful or even deadly. The only way to separate the beneficial from the useless or hazardous was through anecdotes relayed mainly by word of mouth.

All that began to change in the 20th century as a result of rapid advances in medical science. The emergence of sophisticated chemical and pharmacologic methods meant that we could identify and purify the active ingredients in botanicals and study them. Digitalis was extracted from the purple foxglove, morphine from the opium poppy, and quinine from cinchona bark. Furthermore, once the chemistry was understood, it was possible to synthesize related molecules with more desirable properties. For example, penicillin was fortuitously discovered when penicillium mold contaminated some bacterial cultures. Isolating and characterizing it permitted the synthesis of a wide variety of related antibiotics with different spectrums of activity.

In addition, powerful epidemiologic tools were developed for testing potential remedies. In particular, the evolution of the randomized, controlled clinical trial enabled researchers to study with precision the safety, efficacy, and dose effects of proposed treatments and the indications for them. No longer do we have to rely on trial and error and anecdotes. We have learned to ask for and expect statistically reliable evidence before accepting conclusions about remedies. Without such evidence, the FDA will not permit a drug to be marketed.

Fortunately, most untested herbal remedies are probably harmless. In addition, they seem to be used primarily by people who are healthy and believe the remedies will help them stay that way.

Many advocates of alternative medicine believe the scientific method is simply not applicable to their remedies. They rely instead on anecdotes and theories.

The results of modern medical advances have been spectacular. As examples, we now know that treatment with aspirin, heparin, thrombolytic agents, and betadrenergic blockers greatly reduces mortality from myocardial infarction; a combination of nucleoside analogues and a protease inhibitor can stave off the onset of AIDS in people with human immunodeficiency virus infection; antibiotics heal peptic ulcers; and a cocktail of cytotoxic drugs can cure most cases of childhood leukemia. Also in this century, we have developed and tested vaccines against a great many infectious scourges, including measles, poliomyelitis, pertussis, diphtheria, hepatitis B, some forms of meningitis, and pneumococcal pneumonia, and we have a vast arsenal of effective antibiotics for many others. In less than a century, life expectancy in the United States has increased by three decades, in part because of better sanitation and living standards, but in large part because of advances in medicine realized through rigorous testing. Other countries lagged behind, but as scientific medicine became universal, all countries affluent enough to afford it saw the same benefits.

Now, with the increased interest in alternative medicine, we see a reversion to irrational approaches to medical practice, even while scientific medicine is making some of its most dramatic advances. Exploring the reasons for this by people who have common, relatively minor problems, such as backache or fatigue. Most such people would probably seek out conventional doctors if they had indications of serious disease, such as crushing chest pain, a mass in the breast, or blood in the urine. Still, uncertainty about whether symptoms are serious could result in a harmful delay in getting treatment that has been proved effective. And some people may embrace alternative medicine exclusively, putting themselves in great danger. In this issue of the Journal, Coppes et al. describe two such instances. Also in this issue, we see that there are risks of alternative medicine in addition to that of failing to receive effective treatment. Slifman and her col-



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leagues report a case of digitalis toxicity in a young woman who had ingested a contaminated herbal concoction. Ko reports finding widespread inconsistencies and adulterations in his analysis of Asian patent medicines. LoVecchio et al. report on a patient who suffered central nervous system depression after ingesting a substance sold in health food stores as a growth hormone stimulator, and Beigel and colleagues describe the puzzling clinical course of a patient in whom lead poisoning developed after he took an Indian herbal remedy for his diabetes. (20) These are without doubt simply examples of what will be a rapidly growing problem,

What about the FDA? Shouldn't it be monitoring the safety and efficacy of these remedies? Not any longer, according to the U.S. Congress. In response to the lobbying efforts of the multibillion dollar "dietary supplement" industry, Congress in 1994 exempted their products from FDA regulation (Homeopathic remedies have been exempted since 1938). Since then, these products have flooded the market, subject only to the scruples of their manufacturers. They may contain the substances listed on the label in the amounts claimed, but they need not, and there is no one to prevent their sale if they don't. In analyses of ginseng products, for example, the amount of the active ingredient in each pill varied by as much as a factor of 10 among brands that were labeled as containing the same amount. Some brands contained none at all. Herbal remedies may also be sold without any knowledge of their mechanism of action. In this issue of the journal, DiPaola and his colleagues report that the herbal mixture called PCSPEs (PC for prostate cancer, and spes the Latin for "hope") has substantial estrogenic activity. Yet this substance is promoted as bolstering the immune system in patients with prostate cancer that is refractory to treatment with estrogen. Many men taking PCSPEs have thus received varying amounts of hormonal treatment without knowing it, some in addition to the estrogen treatments given to them by their conventional physicians. The only legal requirement in the sale of such products is that they not be promoted as preventing or treating disease. To comply with that stipulation, their labeling has risen to an art form of doublespeak (witness the name PCSPEs). Not only are they sold under the euphemistic rubric "dietary supplements, but also the medical uses for which they are sold are merely insinuated. Nevertheless, it is clear what is meant. Shark cartilage (priced in a local drugstore at more than \$3 for a day's dose) is promoted on its label "to maintain proper bone and joint function," saw palmetto to "promote prostate health," and horsechestnut seed extract to "promote... leg vein health." Anyone can walk into a healthfood store and unwittingly buy PCSPEs with unknown amounts of estrogenic activity, plantain laced with digitalis, or Indian herbs contaminated with heavy metals. Caveat emptor. The FDA can intervene only after the fact, when it is shown that a product is harmful.

It is time for the scientific community to stop giving alternative medicine a free ride. There cannot be two kinds of medicine conventional and alternative. There is only medicine that has been adequately tested and medicine that has not, medicine that works and medicine that may or may not work. Once a treatment has been tested rigorously, it no longer matters whether it was considered alternative at the outset. If it is found to be reasonably safe and effective, it will be accepted. But assertions, speculation, and testimonials do not substitute for evidence. Alternative treatments should be subjected to scientific testing no less rigorous than that required for conventional treatments.

Marcia Angell, M.D. Jerome P. Kassirer, M.D.

New England Journal of Medicine. 17 September, 1998.

Ed. Note:

*A 1998 study reported an estimated 106,000 deaths from prescription medications per year. Properly prescribed and taken.*

*Life Extension Foundation---March 2004*

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**CLEVE RICE**—St. Anthony, ID

Hello to all

My birth month is March and I haven't written for a couple of years. I am still in South east Idaho on the farm and looking at the Tetons. We are still dry here and in need of good moisture for our reservoirs for irrigation. I am still active in The American Legion in Idaho and trying to keep the local post going. I have traveled some for the legion, some by car and airplane. Still hoping United can survive. I enjoy *RUPANEWS* and read it cover to cover. Thanks to all of you that do the work to keep us all informed. *Cleve*

**NORM RUPP**—Belmont, CA

Hi Ted,

The years go by faster with each year and it is the time again to write the *RUPANEWS* along with a note of gratitude to all that make the *NEWS* possible and with a special thanks to Doug Wilsman for all his work.

Connie and I have had a good year with the highlight being a weekend spent at the Ahwahnee Hotel in Yosemite with our children and grandchildren celebrating our 50th. In late Spring we were in Europe with our youngest daughter on her working trip for UC Davis for student placement and a fun time for us. This winter we were in Palm Spring for a reunion with old AF flight school buddies and we just got back from Honolulu; one of our grandsons was playing baseball against the university and our son was delivering a paper on the demise of NATO at a conference on International Studies.

We were the the next to last ones to get on a full 767. E-Tickets work just great if you don't have bags. On the trips that we have taken the loads have been full or almost but when the ticket prices are so low there is no way that United can make it. Our oldest daughter had to have positive space from SFO to HNL and the round trip was only \$349 on United.

*Norm*

**DICK RUSSELL**—Daytona Beach, FL - 1990

Dear Ted: The "blue pages" in the latest RUPA magazine were quite sobering and all we can do is to wait for the other shoe to drop. I'll not attempt to get philosophical as we are all in the same boat. On top of that, all T-34s were grounded on December 10 for an undefined period. This is because an organization which offers "upset training" and "air combat training" pulled the wings off a third plane. It is obvious that they were over-stressing the machines and estimates are in the neighbourhood of 10-15 Gs. Still the FAA, in their infinite wisdom, has classified the entire fleet as "ageing aircraft" and have lumped all 407 registered T-34s in the same bucket. This last week, the FAA demanded that, in order to fly again, we must produce data that will prove that no more crashes will occur! It seems that we will have to fight the PBGC AND the FAA to our dying day.

I appreciate the excellent articles on the medical front, the tireless efforts of Doug Wilsman and those of the RUPA staff. Best regards, *Dick*

**RANDY RYAN**—Tucson, AZ

Ted, Cleve, and all, 2004 was not a banner year for this household. Both Pam's mother and my mother died during the year. Fortunately neither of them lingered and their deaths appeared painless.

We sold our house in the Tucson foothills in August of 2003 and lived in our motor home from then until this house was finished in December of 2004. We didn't plan for it to take that long but when we got the estimates for the remodel we quickly decided to tear the old house down and build anew. Seems to have been a good decision but it took longer than we had hoped.

During the year we did find time to take a cruise with my mother and the six members of her family. We celebrated her 90th birthday on board and she had a great time. Who would have guessed that in less than three weeks she would be dead?

We continue to be active as the "organizers" of the twice a year luncheon for the retired pilots and spouses here in Tucson. Pam continues to volunteer her time on Sundays at the Arizona Sonora De-

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sert Museum, is a volunteer instructor for the American Red Cross, and occasionally volunteers at the Tucson Visitors Center. If anyone is in the area on Sundays and visits the Desert Museum, look her up.

My time is still tennis (OK) and golf (bad) and this spring I am working for H&R Block doing taxes. The pay isn't much but the clients are very nice and each return is different.

Anyone visiting Tucson is welcome at either of our luncheons. This will probably be read after our March get together but we'll have another one in November. Call if you might like to attend.

Thanks to all who make this publication possible each month.

*Randy & Pam*

**WHIT SIMPSON**—Nashville, TN

Dear Cleve, As year 3 of retirement comes over the horizon, all is well in Nashville.

I know all our hearts are broken with what current senior management is doing to our beloved company. Thank goodness we all have a maximum social security check each month to take some of the sting out of what is coming down the road like a Mack truck; termination of our promised retirement.

Let's all try to keep a positive outlook on our wonderful careers and the great pilots we all flew with.

Stay happy, stay healthy. Sincerely, *Whit*

**HAROLD SNYDER**—Parker, CO

Cleve, A day late, as usual. Thanks for all the good information, and also thanks to Doug Wilsman for his efforts. All appreciated.

Still flying my Mooney and riding the MC's (3). Can't get it all done.

Children (Hal, Dave, Suzanne), all doing fine and Kristin still VP'ing.

I wish a healthy happy year to all. *Hal*

**ED STREHLOW**—Pinehurst, NC

Hi Cleve, Sorry to be late with my annual dues, wouldn't want to miss any issues as the health suggestions are very informative.

Twenty-five years retired, downhill after the first 15!

May UAL make some right decisions.

The best to all RUPA's. *Ed*

**JAMES M. TROSKY**—McHenry, IL

Still spending the winters in Surprise, AZ, summers in McHenry, IL, only time will tell how long this is going to last.

Still flying light aircraft around once in a while. Crawled into a Falcon 50 (kind of a baby 727) at Wickenburg, AZ airport the other day and got that old feeling....maybe flying some heavy metal around would be some fun.

All is well with my bride and troops....life is, indeed, good. *Jim*

**GUS TUIT**—Greenbank, WA

Hi all! Did this annual blurb last year & it got lost somewhere so will try to make this a short one as to what the Tuits did in '03 & '04.

Had a visit with Darrell & Marlene Rader who were in the northwest for a Nash convention. Also Ed & Patsy Musser who dropped by on way from Texas to B.C. to visit son & family. Got together with Del & Pat Gartner for a few days at a B & B in B.C. Took a son & 2 grandkids to the Dayton Airshow. Sure was a treat to see the Snowbirds, Thunderbirds & Blue Angels all on one day's show. That takes care of '03 except for a trip down the River Po in Italy from Cremona to Venice that was the worst trip we had ever been on. Food & service were terrible. Even got to go aground in the river one morning during breakfast. This was on Viking River Cruises, & most of the passengers had been with them before but agreed that this trip stunk! A much better experience was going up in Tom Lowe's Aeronca Champ in the fall of '03 @ Dacy's Airport in Harvard, IL. First time I've landed a taildragger since 1954. A couple years ago

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I learned that Buck Hilbert's Champ is one reg. # away from the one I took my first dual ride in & also my private pilot ride in during 1951.

2004 was a quiet year. Only traveling was to visit family in Ill, Minn. & Fla. Plus the only Air Force pilot training class ( 54 N ) in Nashville in Sept.

Was sorry to see "Flown West" news of Chuck Mettler & Eldy Beresford a month or so ago. They were the first UAL pilots this Capitaliner flew with after the merger. They were as pleasurable to fly with as any 2 guys you could put in an airplane. I could go on about one other recent passing in the RUPA news about 2 years ago of Hi Broiles. Met him when he had an office with the FAA in the American Embassy in Paris in the mid 50's. One of the best men the FAA ever had.

At an all cadet class USAF reunion in San Antonio about 5 years ago, our late RUPA Pres. Scottie Prescott also told me of meeting Hi Broiles in Prestwick, Scotland in the 50's & the next morning Broiles giving him a ATP rating ride in C 47.

Read the book on 75 years of UAL & couldn't find one photo of a 737, which at one time I believe was on the property in greater numbers than any other aircraft.

That's it from *Gus & Laura*

**RALPH J. VRTACNIK**—Seattle, WA

Twenty-two years have gone by and it sure doesn't seem that long. We did not do much this last year, stayed close to home and enjoyed the beautiful weather in Seattle. We did spend two weeks traveling the Alaska Highway to Fairbanks, fished in Valdez for halibut and caught 11 fish. Traveled by train to Denali Park and then on to Anchorage.

The following fits most of us. How true it is:

Another year has passed and we're a little older. Last summer felt hotter and winter seems colder. I rack my brain for happy thoughts to put down on my pad. There are lots of things that come to mind that make me kind of sad. There was a time not long ago when life was quite a blast, now I fully understand about "Living in the Past". We used to go to weddings, football games and brunches, now we go to funeral homes and after funeral brunches.

We used to have hangovers, from parties that were gay, now we suffer body aches and while the night away, We used to go out dining and couldn't get our fill, now we ask for doggie bags, come home and take a pill. We used to often travel to places near and far, now we get sore asses from riding in the car. We used to go out shopping for new clothing at the Mall, but now we never bother, all the sizes are too small. We used to go to nightclubs and drink a little booze, now we stay at home at night and watch the evening news. That my friend is how life is, and now my tale is told, so enjoy each day and live it up before you're too damn old. Author Unknown.

Enjoy the *RUPANEWS*, but don't recognize too many of the fellas. Thanks too all that take the time to make this possible. *Ralph & Evelyn* too!

**PAUL WALLACE**—Jackson, CA

Dear Ted: It's time that I write a small note concerning the Wallace family. Alice had a session of illness this last summer where she lost about 25 pounds (which she could not afford to lose) for no discernable reason. She's back on track now and has regained most of her weight. Our son still lives in Pine Grove just a few miles from us. Our daughter still lives in Littleton, CO. A couple of years ago we went a little crazy and drove to Long Island, NY to see my brother and his wife Larry. Naturally we visited friends (the few that are left) along the way. One goal was to see our twin great grandchildren in CT whose father, Mike Soldergren, is a UA capt out of NY. In Dec the 1928 Monocoupe that my brother and I owned was sold to a museum-to-be in Buena Vista, CA. Hated to see it go but it should have a more permanent home. It was fun to fly even tho you can't see straight ahead which was not a real problem because it didn't want to fly straight ahead! Whatever you were doing with it, it wanted to do something else. The people who bought it are not going to fly it which is a good idea. Still have plenty of toys -Glassair I RG, couple of old Porsches, '37 Ford PU - enough to keep a guy off the streets. The work that all you people do to keep this organization afloat is much appreciated. *Paul.*

**LEAKY HEART VALVES**

*"Over the years thousands of patients were scared senseless by their cardiologist with a diagnosis of mitral valve prolapse. After all, the mitral valve allows oxygenated blood into the heart's main chamber. And if the valve doesn't work, that must be bad, right?"*

Health Alert, September 1999

Even though the *New England Journal of Medicine* has deemed that all those dire diagnoses of mitral valve prolapse (MVP) have horrified patients for no reason,\* still thousands of people are "diagnosed" and scared silly every year by their doctor. It has been over five years since medicine admitted that MVP is a non-disease. If you are one of the tens of thousands with the "deadly disease" MVP, you have been formally released from your "death sentence," even though your doctor may still not know it.

This phenomenon is a classic example of the misinformation on "diseases" of the heart valves. Thousands upon thousands of people are diagnosed with leaky heart valves. Many are subjected to a lifetime of powerful drugs. Many more suffer through open heart surgery to have a pig or other heart valve implanted in their chest—followed by a lifetime of rat-poison drugs to thin the blood.

Most cases are similar to the following—one of my own patients. Before coming to me, she got an abnormal reading on a heart scan and was referred to a cardiologist. She wrote to me, "I am so anxious to know about a protocol to help my heart. I am 75 years old and in good health. I have no weakness or chest pain. I was referred to a cardiologist following an abnormal heart scan. The cardiologist told me I have atrial fibrillation and mitral valve prolapse. He also told me I had a valve problem that was causing an enlarged heart. He prescribed Coumadin, Cardizem, Lotensin, and a diuretic. He wants to do an angioplasty right away with valve surgery as soon as possible thereafter. I never knew I had a heart problem."

In this case the cardiologist was almost right, he just had things reversed. The valve problem did not cause the enlarged heart. Rather the enlarged (weak and flaccid) heart caused the valve problem. Luckily, and thankfully for phytonutrient therapies, the entire set of problems was resolved in six months with the right nutritional treatment. You can rest assured that since the underlying cause of the entire problem was beri-beri of the heart, all the drugs and all the surgery combined would not have done much for this wonderful lady. In fact, none of the treatments prescribed by the doctor was ever needed in the first place.

Yet most folks and most doctors do not know that people with leaky valves are often easily and amazingly cured of their "disease" with nutritional therapies. Their doctors are astounded and at a loss for an explanation of these "miracles." The reason is simple, but it escapes most doctors. Without adequate and properly balanced vitamin B in the diet, muscles suffer. Skeletal muscles can weaken, making it difficult to perform tasks or even walk. Internal muscles like those in the intestines can weaken and fail to contract properly, leading to constipation. And involuntary muscles like those in the heart can weaken and lose tone.

When heart muscle loses tone, it is very similar to any other muscle in the body that loses tone, it begins to sag, droop, and stretch. When the heart muscle is weakened because of a vitamin B deficiency, the entire heart will sag, droop, enlarge, and stretch. This stretches the heart valves out of

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their normal shape and position and can even make them seem deformed, as in mitral valve prolapse. This allows for heart valve leaks and murmurs.

While diseases of the heart like a viral or bacterial attack can cause an enlarged, flaccid heart with leaky valves, by far the most common cause of these conditions is a vitamin B deficiency, or beri-beri of the heart. I've resolved thousands of these cases with the right kinds of whole, phytonutrient vitamin B complex nutrition, usually in the form of Cardio-Plus and Cataplex B supplements from Standard Process. With this nutrition, heart conditions begin to clear up. Murmurs disappear. Leaks suddenly seal up. Enlarged hearts shrink and shed excess water. And the heart actually repositions higher and more normally in the chest cavity. All of this means that tens of thousands of other folks have had open heart surgery with valve replacement and drugs, all of which *was never needed*.

So remember beri-beri of the heart. It is so common. When it strikes, the heart becomes terribly weakened and flaccid. If you liken the heart to a sponge in a fist—with the fist muscles contracting and releasing—a strong heart would be like a powerful man squeezing the water out of a large sponge. A heart suffering from a long-standing B-vitamin deficiency would be likened to a person with arthritis of the hands trying to squeeze the water out of the same sponge.

If you have a weakened heart, it doesn't take a rocket scientist to understand that the cure is certainly not surgery with replacement of valves. These procedures are last-resort treatments—when nutrition fails, or when the condition has gone on for so long, the damage is irreversible. After almost 30 years of practice, I can tell you first hand that the heart responds well—even in people of advanced age, into the '90s, and even after years and years of nutritional deficiency.

The average time before a response can be seen is 90 to 120 days. And the response is easy to measure with standard medical diagnostics. The murmurs disappear, the leaking seals up, and the heart on x-ray is seen shrinking and repositioning in the chest. These are the kinds of changes that no surgeon, no drugs, and even no synthetic vitamins and minerals can produce.

## NOTES

\* "Study: Heart valve defect not as dangerous as previously thought." *Associated Press* 6-30-99.

*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.*

*Ed. Note: Standard Process, Inc. was founded over seventy-five ago by Dr. Royal Lee, to make whole food supplements based on his belief that good health comes from good nutrition, and the best sources of vitamins and minerals are found in whole foods.*

*Standard Process has continued his tradition of producing nutritional supplements by growing crops on certified organic farmland, utilizing exclusive manufacturing processes, and using exemplary quality control standards.*

*Ed. Note: Standard Process, Inc. only sells products through physicians. If you do not have a physician that carries Standard Process, you can purchase from HEALTH ALERT (800)231-8063*

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## J. E. "MUDDY" WATERS

Ted and Cleve,

I enjoyed seeing the poem you titled "A Place in the Sky" in the March *RUPANEWS*. However, its correct title is "Flying West." I know that because I know the poet, retired TWA captain Mike Larkin. He and I were classmates in USAF pilot class 61-F about a hundred years ago.

The poem, along with some other examples of Mike's work, is in a book titled "Because I Fly." It is an anthology of poetry about aviation edited by Helmut H. Reda, who is a USAF officer who once taught at the Air Force Academy. I'm pretty sure that he is retired by now. The book was published by McGraw-Hill in 2001.

For more about Mike and 61-F, check out [www.capnbilly.com/](http://www.capnbilly.com/) It's a website hosted by another classmate retired from TWA, Bill Rawl, better known as "Pappy." He was called that because he was 26 or so, with prior military service, when most cadets were about 19 to 22.

It's the best personal website I've ever seen. It features several aviation poems, with a few from Mike. When you are there, check out "Fire!!!?" under Class 61-F. Funniest thing ever happened to me related to flying.

New Subject: *RUPANEWS* has been printing medical info of interest to our age cohort, so I would like to submit this story:

Late last summer my wife Robin experienced several episodes of abdominal distress. They were so severe that we had to cancel a long-planned trip to Canada with friends.

Because she had a 10-year history with diverticulitis, both our family doctor and her OB-GYN said it was more of that. She told me that it was not the same thing, so I said that she should insist on more tests. Long story short: Ovarian cancer in both ovaries, detected by a blood test called CA-125. Her CA-125 level was 435. The "reference range" is about 4 to 30. (Apparently no one in medicine uses the word "normal" anymore.)

The good news: After a September operation and 8 chemotherapy treatments (last one yesterday) her CA-125 is between 17 and 18. Prognosis very good.

Although the CA-125 test is a prime indicator for ovarian cancer, it is not perfect, and can give a false positive, but it works well as a screening test, much like the PSA test for prostate cancer in men.

As we love our ladies, we should spread this word.

Cheers, *-Muddy*

**BILL WHITLOW, JR**—Lake Elsinore, CA

Hi Cleve, Here's my dues for this year. March first marks year #2 of retirement, and I finally turned 60 in January, so the January/March dues date came up again. Better late than never. Maybe I'll get it right next year.

With all this pension mess, I've been on a writing spree to all and any politicians who may listen. Hope something positive results.

Along with that, I've started a new career. The schooling and training has kept me very busy and I hope it will make up for any coming financial burdens that loom ahead.

Still working on the house and enjoying the grand-kids.

Thanks for all you do and keep up the good work.

*Bill*

**MIKE O. WILLIAMS**—Elizabeth, CO

Ted,

Well another year and still kicking. Just back from Den Good Ole Boys meeting and had a good time as well as caught up on latest on Pension problems. Still flying the A36 around and enjoying Colorado scenery. Still hunting, but am finding that climbing the mountains has gotten harder. Must be the slopes are getting steeper. Hunted turkeys in Miss. and Elk in Colo. this last year and was successful. Thanks again for all the workers that take time to put out the news.

*Mike*





# ***IN MEMORIAM***

## **JAMES H. BOHLANDER**

James H. Bohlander started with Capital in February of 1956, retiring 39 years later. He was stricken with a particularly aggressive cancer. He had been residing with his wife in Fort Meyers, Florida for six months out of the year and spent his summers at their home in Hampshire, Illinois (casa de aero).

He is survived by his wife, three sons, two step children and nine grandchildren, and was loved by all.

## **JIM BOHLANDER**

Jim Bohlander died on February 23rd in Fort Myers, FL.

Jim flew 39 years for United. He was hired in 1956, and retired as number one on the seniority list in 1995. He began in DC-3s and retired in 747-400s. Survived by his wife, Shirley, and sons James, David and Michael.

*Carl Jordan*

## **GENE M. CURTIS**

Gene, 73, flew west on January 29, 2005. He was buried at Ft. Logan National Cemetery with full military honors.

Gene is survived by his wife Juanita, two children and one grandchild.

## **WILLIAM J. DIXON**

Bill, 96, was hired by UA on Oct 20, 1930 in Cheyenne, WY, then moved to SFO in 1947 as a Aircraft Maintenance Inspector. He ended his UAL career as Chief Flight Engineer at SFO.

He is survived by wife, Ruth Bryant (also UAL).

## **DANIEL M. O'KEEFE**

Born Sept. 8, 1914, in Southington, Conn., he died Sunday, Feb. 20, 2005.

He graduated from New York University with a degree in aeronautical engineering. He was active in airline meteorology for 43 years beginning in 1937. He worked for Pennsylvania Central Airlines (later Capital Airlines) and United Airlines, retiring in 1980, as a Weather Center supervisor.

He was a member of Phi Gamma Delta Fraternity and Member Emeritus of the American Meteorological Society.

He is survived by his wife, Janis (Bruget), two sons, and two grandchildren.

Contributions may be made to the Mount Prospect Public library. For information, 847-255-7800.

## **ROBERT G. ROHE**

It is with regret that we report the passing of Capt. Robert G. Rohe, on Feb 24, 2005. Bob is survived by his wife, Jan, daughters Cindy Kovach of Ft. Lupton, CO, and Connie Rohe of Divide, CO, and three grandsons.

Bob was born in Hallam, NE April 25, 1929, and graduated from the University of Nebraska in 1951. He served in the U. S. Air Force and following discharge, joined UAL in Feb '53, on the DC-3 flying out of Newark. He transferred to Denver and remained there until he died. He retired in 1989.

He owned a farm in the San Luis valley, and enjoyed working on his farm when not flying for UAL and following retirement, growing mostly barley and alfalfa.

A memorial service was held on Feb 28, and interment was at Crown Hill Cemetery in Denver.

*Ted Wilkinson*

## **MARY ALICE ROWE**

Mary Alice Rowe suffered a stroke and passed away in the morning of March 4, 2005. A memorial service will be held at 10:00 AM Tuesday March 8th at the heritage Memory Mortuary. The address is 131 Grove Street Prescott AZ. In lieu of flowers please make a donation to your favorite charity.

*Bob Rowe*

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## **ROBERT SILWANICZ**

Robert Silwanicz, 73, of Pompano Beach, FL, passed away Feb. 19, 2005.

He was born in Filbert, PA, Jan. 15, 1932 and then his family then moved to Uniontown, PA.

He served as a co-pilot Representative and Captain Representative for the Airline Pilots Association. He was a Veteran of the U.S. Army serving in the Korean Conflict. He flew as a steward for All American Airline, then Allegheny Airlines. He then became a copilot for Capital Airlines in 1956. Capital then merged with United Airlines where he became a captain and flew as B747 Captain until his retirement, Jan. 6, 1992.



He was a member of BPOE Lodge 1898 of Pompano Beach for 33 years. He was Commander of American Legion Post #142 Pompano Beech for 2 years, a life member of VFW post #2078 Cleveland, Ohio, and a member of the Loyal Order of Moose #2157, Pompano Beach.

He is survived by his wife Patricia, a sister, a son, three daughters, grandchildren and great-grandchildren.

A Mass of Christian Burial was held at St. Gabriel Catholic Church followed by cremation. In lieu of flowers contributions may be sent to the American Lung Association or the American Cancer Society.

## **ROBERT T. WEST**

Robert Thatcher West passed away at age 94, on Monday, January 17, in Portland, Oregon. He began flight training at Boeing Field in Seattle, soloing in a Fairchild 22 in March 1934. After building time during the '30s, he joined United Airlines in 1939. In 1942, as a United captain, he entered the military serving in various capacities including assisting the training of new navigators, and while based at New Castle, Delaware, flying wounded from France back to the United States.

Returning to civilian life in 1945, he resumed his career with United, retiring in 1965. His retirement years were spent on Mercer Island, Washington, providing ample opportunity to enjoy his interest in boating while cruising the waters of Puget Sound.

He is survived by his companion Elizabeth Burrell; a son, two daughters, two stepsons, grandchildren and great grandchildren.

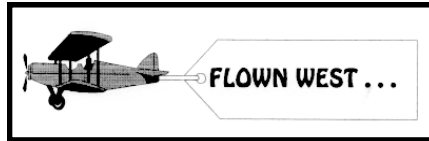
### ***A Pilot's Prayer***

*Dear God whose mighty hand did  
Make the things I see below,  
Help me to guide this ship of mine  
In path's where it should go.*

*Give us each day's clear free sky,  
True winds to lift the wings  
Make each flight safe for those who fly,  
And each home swiftly bring.*

*Make me know the starry blue;  
Is somehow part of Thee, Dear God,  
I feel so close to you,  
Up here where clouds fly free*

*And when at last the great dive comes,  
Please let me not forget,  
That Thou will take the stick from me,  
And be my pilot yet.*



<b>PAUL W. POLLY</b>	<b>1/13/2005</b>
<b>ROBERT T. WEST</b>	<b>1/17/2005</b>
<b>HENRY E. MC BRIDE</b>	<b>1/26/2005</b>
<b>GENE M. CURTIS</b>	<b>1/29/2005</b>
<b>JAMES H. BOHLANDER</b>	<b>2/23/2005</b>
<b>WILLIAM J. DIXON</b>	<b>2/13/2005</b>
<b>ROBERT SILWANICZ</b>	<b>2/19/2005</b>
<b>DANIEL M. O'KEEFE</b>	<b>2/20/2005</b>
<b>NEIL S. SPANN*</b>	<b>3/8/2005</b>
<b>WILLIAM E. WIELAND</b>	<b>3/10/2005</b>

*\* Indicates Non-Member*



### HIGH FLIGHT

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

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

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

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

- 1st Thu. SFO North Bay—*Petaluma Sheraton*  
2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462  
2nd Tue. San Diego Co—*San Marcos CC*- 760-723-9008  
2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC* - 772-286-6667  
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); *Mimi's, Chatsworth* (Odd Mths) 310-821-6207  
3rd Thu. Ohio Northcoasters—*TJ's Wooster* (Always coed.) - 440-235-7595  
3rd Thu. SEA Gooneyhirds—*Airport Marriott.* - 425-893-9154  
3rd Thu So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896  
3rd Thu. TPA Sundowners—*Boston Cooker* - 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: April 20, 2005

Mailing: May 4, 2005

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**PERIODICALS**

### **RUPANEWS**

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