



# RUPANEWS

Journal of the Retired United Pilots Association

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April, 2006



Michael F. McLaughlin  
<http://Fly.to/mikephotos>

Photo by Michael F. McLaughlin

<http://www.Airliners.net>

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### The late Captain George Howson, President Emeritus

**President:** Cleve Spring, 1104 Burke Ln., Foster City, CA 94404-3636, 650-349-6590 clevespring@comcast.net

**Vice Pres:** Larry Wright, 605 Joandra Ct., Los Altos, CA 94024-5343, 650-948-5587 patlarry@aol.com

**Sec/Treas:** Jim Olson, 7389 Featherstone Blvd, Sarasota, FL 34238-4392 941-921-7959 jimboyfl@verizon.net

**Membership** Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, billwd6j@verizon.net

## COMMITTEE CHAIRMEN

**Convention Sites.....** Ron Jersey ronaldjersey@aol.com

**Fold'n 'n Stuffin' .....** Cleve Spring clevespring@comcast.net

**WHQ Liaison.....** Milt Jensen mcjensen@runbox.com

**Widows Coordinator.....** Jackie Abel JacquelineAbel@aol.com

**RUPA Web Site .....** Arvid Von Nordenflycht rupaweb63@yahoo.com

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## RUPANEWS

Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Tel (916)-689-5358

Ted Larusson: tlarusson@comcast.net

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**Send a \$25 check to:**

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## PRESIDENT'S MESSAGE

It gives me great pleasure to report that we have a volunteer to take over the *Widows Coordinator* position that Jackie Abel held for so many years. She is Carol Novak Morgan, wife of Tom Morgan, Jr., who lives in Pensacola, Florida.

Carol was raised in a beautiful Michigan town, Manistee. In 1954 she attended Grace Downs Airline School, and in June of that year was hired by Capital Airlines as a hostess. She was based in Pittsburgh, and flew for 3½ years before meeting and marrying Tom, which grounded her. She and Tom have been married for 47 years. Carol has been an active member of Clipped Wings since 1968, serving as National Treasurer, Vice President and President. She now holds the title of Tax Chairman, and has for the past 26 years. Her other passions are family and friends, Special Olympics and as much travel as she and Tom can squeeze into the year.

Carol said; "Jackie Able and I flew charters together during our flying years, and I would always consider her my good friend. Her shoes will be difficult to fill, but with her files to give me guidance, I would be pleased to assume the position of Widows Coordinator."

In last months message I mentioned that we were trying to put together a "British Aviation History Tour" for this Fall. I just talked to the fellow who organized the last tour and he had found that his old contacts in the U.K. were no longer available. This means that he needs more time so we are shooting for the Fall of 2007. Four more members have indicated that they would be interested in participating in this tour, so we are now up to eleven. Anyone else who is interested just let me know, as we need at least 35, and I'll put you on the list.

The SFO "Boy's Night Out" event had to be cancelled due to lack of interest. We only had 19 people sign up.

I'm still receiving Dues checks that should be sent to Jim Olson, whose address is on the preceding page. It's getting better however as I only received eight checks this month.

*Cheers, Clev*

## EDITOR'S CORNER

**READ THIS FIRST**—Your letter is not in this issue. This is not true for a few members, but for those that e-mailed their letter prior to March 17<sup>th</sup>, or who were promised that their tardy (on my part) letters would finally be published, I must inform you that your submission was deleted. It was more than that, but the result is the same.

Since I have had no problems with my computer in the two years I have been editor, I did not have a back-up; that is being remedied. While I lost 50+ letters, several obituaries and various other submissions for the newsletter, I personally lost everything I had stored in my computer. So, I am **REALLY SORRY!**

The lost information was a lot of work. I hope you will send in new (or old) letters to the *RUPANEWS* so that I can work overtime; ditto, any other information.

Perhaps it is time to consider a co-editor. I haven't looked for help as I didn't know what I was doing. Maybe I should look for someone that knows windows and could decipher what my computer is really telling me; someone who can type a page in less than 45 minutes. We could share tasks that are not heavy, but ongoing. Planning vacations and other trips would be easier as well. Dream on.

My sincere apologies for the loss. I am glad that no one was injured in the crash.

Fraternally,

*Ted*

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## DANA POINT RUPA LUNCHEON

Rain departed and a hardy group found the wind swept harbor at Dana Point sunny.

The wind had shifted to the NW and the deck was left warm and protected.

Animated group of stalwarts included: Park Ames, Carlos Bernhard, Bruce Dunkle, Larry Freeman, John Grant, Pete Hansen, Rick Hofer, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch.

The issues ...Non Qualified still was Hot. UAL required to make payments...so when?

...ESOP checks cash or don't cash.... or what check?

..."UAL actions Warranted Sanctions"...well maybe not!

... Judge Lefkow and decisions to be made.

All of the above and a few jokes resulted in boisterous conversations. (No wonder the management like us when we stay outside on the deck)

Glad to see John Grant back from his heart operation... says he is feeling great!

Got word that Tony Testa is getting back on his feet and is going into a physical rehab program.

The word is out Park has got a computer...Welcome to the new world Park!!

Next Meeting April the 18th 1200

*TED*

---

## FL TREASURE COAST SUNBIRDS 3/14 LUNCHEON

15 of us showed up at *Mariner Sands CC* for another outstanding Buffet and enjoyed the service and surroundings.

In attendance were Bill Northup, Jack Boisseau, Don Onofrio, Ted Osinski, Bob Schaet, Roger Taylor, Andy Lambert, Percy Wood, Clay Grant, Sid Sigwald, Clark Luther, Stan Smilan, Bill Cole, Pete Granata, and me.

A topic discussed was the very recent notice from computershare of the issuance to many of us of shares in UAUA (in lieu of our depleted/eliminated insurance benefits), which seemed to amount to about 70 shares worth \$2700-what a bargain!!

A discussion re: Nuclear power and the existence (or lack) of feasible escape routes in event of disaster took place (Stan & Percy dominated).

Next & last for the "season" lunch will be @ *MSCC* on Tues. 4/11 @1130.

Please call (772-286-6667) or e-mail me ([flyjim1@aol.com](mailto:flyjim1@aol.com)) by Sun. 4/10 if you plan to join us. *Jim Dowd*

### 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:

**Write: James E. Olson, PO Box 20634, Sarasota, FL 34276-3634**

**Or: Phone 800-787-2429**

**Or: E-mail [jimboyfl@verizon.net](mailto:jimboyfl@verizon.net)**

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

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## RUPA CRUISE UPDATE

Spring is officially here, though as I write this it is pouring rain. I am more than ready for some tropical sunshine. If you haven't already signed up for fun in the sun aboard Holland America's newest ship, the MS Noordam, now is the time. This years RUPA cruise will depart New York on October 14<sup>th</sup>, for an 11 day roundtrip cruise to the Southern Caribbean. The ship will depart New York City at 4:45 PM, followed by two relaxing days at sea. The first stop will be at Road Town, Tortola, British Virgin Islands. The forth day will find you at St. Thomas, U.S. Virgin Islands for a full day of sightseeing. On the fifth day you will awake in Roseau, Dominica for another full day. On the sixth day the ship will arrive at Bridgetown, Barbados, the southernmost point of the cruise. On day seven, the MS Noordam will make is first stop on its northbound leg at Philipsburg, St. Maarten. San Juan, Puerto Rico will be the last stop prior to two leisurely days of cruising back to New York.

The MS Noordam was scheduled to launch in February of this year, and will be the newest addition to Holland America Line's world renowned fleet of premium cruise ships that will continue the tradition of delivering the ultimate onboard experience for any cruise vacation. This ship has state-of-the-art facilities and public areas, and unparalleled services and amenities. Public rooms are located on two decks; dining rooms are in the aft section with expansive views of the sea, and the signature Crow's nest lounge and Observation Deck is forward with an unrivalled view of the surrounding scenery. There is plenty of deck space for sunning and enjoying the sea-going experience, and a classic promenade deck for strolling around the ship.

Now is the time to sign up and join your RUPA friends on this years cruise. The prices have been reduced slightly from what is printed on the sign-up sheet. Call Jerry for the latest. We would like to see a little larger group participate in this cruise; you are welcome to invite your friends and relatives to join us. We are working on a hotel to stay at in the New York area prior to the cruise and transportation to the pier. More information to follow.

The following early birds have already signed up for the cruise.

Ronald and Marie Jersey  
Dave and Mary Lou Mackie  
Dick and Aud Mitchell  
Bill and Pat O'Connell  
Kent and Chris O'Brien  
Jerry and Sharon Poulin  
Rich and Georgia Bouska  
Mr. and Mrs. Lynn Smith  
Mr. and Mrs. George Compton  
Ned and Rae Rankin  
Don and Sharon Jackley  
Jim and Nanette Day  
Tom and Joyce Grey  
Dean and Julia Weihe  
Jim and Norma Nugent  
John and Linda Stewart  
Nathan and Eleanor Hall  
Pat and Marion Paterson

Sign up now to get the cabin of your choice.

*Rich Bouska*

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**2006 RUPA CARIBBEAN CRUISE**  
**Date of Cruise: October 14, 2006**  
**11 day Roundtrip out of New York**  
**To the Southern Caribbean**  
**On the Brand New**  
**Holland America MS NOORDAM**

**Check out deck plans and staterooms on the Internet**  
www.hollandamerica.com, Click on Fleet, ms Noordam,  
To check out the Itinerary, go to Destinations, Caribbean,  
And enter the date and ship, hit view and again on the  
following page.

Depart New York with stops at: Tortola, B. V. I., St. Thomas, U.S.V.I.,  
Dominica, Barbados, St. Maarten, San Juan, Puerto Rico and  
Return to New York.

All prices include the \$200 port charges and fees imposed by the cruise line.  
Taxes, which are \$87.85 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Fwd & Aft	\$1299
Category J Inside Cabin	Main Deck midship	\$1334
Category G Outside Cabin	Upper Promenade Deck	\$1539
Category D Outside Cabin	Main Deck midship	\$1639
Category C	Main Deck Midship	\$1689
Category VD	Verandah Deck Aft midship	\$1869
Category VC	Verandah Deck and	
	Upper Promenade Fwd & Aft	\$1939
Category VA	Upper Verandah Deck Fwd & Aft	\$2079
Category SS	Upper Verandah Midship	\$2639
Suite SA	Navigation Deck	\$4419

All cabins are subject to availability  
A deposit of \$600 person is due at the time of booking  
and is fully refundable until 76 days prior to the cruise.

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

The above prices include at least one cocktail party  
and two bottles of wine per stateroom.

**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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**2006 RUPA CARIBBEAN CRUISE BOOKING SHEET**

October 14, 2006 Caribbean Cruise 11 Day Southern Caribbean  
MS NOORDAM, HOLLAND AMERICA CRUISE LINES

NAMES \_\_\_\_\_  
\_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_

Telephone(s) \_\_\_\_\_  
\_\_\_\_\_

Mariner Numbers \_\_\_\_\_

Dining Preference: Early \_\_\_\_\_ Late \_\_\_\_\_

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

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

Price includes \$200.00 in port charges and fees. Taxes of \$87.85 pp are extra

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

Deposit \$600.00 per person \_\_\_\_\_ Due at time of reservation

Balance \_\_\_\_\_ due on or before 15 July 2006

Make check 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 %0% of gross fare

15 days or less 100% penalty

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

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

**Other Information:**

Cabin selection is based on availability at time of booking.

Prices subject to change until booked.

If there are any singles looking for a companion to share a cabin, call Jerry

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## A 47-MONTHS RECAP

By Doug Wilsman

(Written 3-11-06). After the tragedies on 9-11, the airline business took an historic nose-dive. Scheduled departures were cut back, load factors were at all time lows, massive numbers of pilots were retired or furloughed and the airlines were losing billions of dollars annually. The *RUPANEWS* routinely contained letters with varying opinions on what would happen if our pension plan were terminated and handed over to the PBGC. I tried to get ALPA and/or United to issue detailed instructions that would enable retirees to calculate their hypothetical post-termination benefit amounts.

Both ALPA and United refused---on the same grounds that: (1) there was insufficient data available, (2) the process would be very labor intensive, and (3) the plan was unlikely to terminate in any case, so why bother. So starting in April 2002, I sought out every authority willing to comment and put together a 6-page summary report spelling out in general terms how PBGC was likely to pay, if it ever came to that. Then the first version of the Wilsman Calculator came out in February 2003 with some fill-in-the-blanks-instructions on how to estimate an individual's PBGC post-termination benefit.

About that time, Roger Hall and Rick Dubinsky and six other just-slightly-lower-profile former activists created a non-profit Illinois Corporation they called URPBPA and recruited about 3,000 retirees as dues-paying members (including me). Over the years URPBPA has steadfastly declined to estimate how PBGC should properly establish the post-termination monthly qualified benefit amounts it would pay to individual URPBPA members, and as far as I know that is still their position.

They have written that if the plan terminates: "IT IS VIRTUALLY IMPOSSIBLE FOR URPBPA TO DETERMINE THE EXACT FINANCIAL IMPACT ON AN INDIVIDUAL RETIREE'S PENSION INCOME" and in the very next sentence that: " In the event the plan terminates, URPBPA intends to closely evaluate the initial payments to our members and will be pressing PBGC to insure that both the initial and final payments from PBGC reflect **the amount the member should be receiving.**"

Today about 3,600 Pilot Plan participants are receiving reduced benefits, and I have not heard of any URPBPA efforts to tell their membership whether the reduced amount they are now receiving is "**the amount the member should be receiving.**"

Meanwhile, the last update of the Wilsman Calculator is dated 1-12-06. This revision was to accommodate the official increase in the funding percentage from 80.0% to 80.3%. Of the 6,200 or so recipients of benefit checks as of 12-30-04, about 4,300 (69%) who entered retirement before April 12, 2000, could have *precisely* predicted their post-termination benefit amounts by using my Calculator.

As for the 800 or so who retired after 4-12-2000 and before 12-31-01, they are being paid PBGC benefits that are about 5% lower than predicted by the Calculator. And the balance, who retired after 12-30-01, are being paid by PBGC about 7% less than indicated by my Calculator. An unknown number inside that last group opted at retirement for a Level Income Feature and my Calculator estimated their post-termination benefits about 20% too high, so URPBPA was right all along ---it was impossible to determine the EXACT FINANCIAL IMPACT.

Setting aside the Level Income feature, if PBGC insists on perpetuating the current minor disparities between its methods and those used by United that triggered the small differences between what I estimated and what PBGC actually pays, then those participants who are impacted by these disparities may need to take action against PBGC---assuming PBGC's methods are wrong and United's were right. These "victims" would need to consult with an ERISA LAW attorney and an actuary for an opinion on whether PBGC is wrong---*it might not be*. I believe URPBPA has such experts on retainer.

As I have written before, it should be noted that PBGC sends out the initial estimated reduced monthly amounts for maybe three years and then does an audit---the Final Determination;" whereupon everyone's individual account is reconciled, retroactive back to the termination date. Below is a portion of a recent letter to retired US Airways pilots from their legal team that deals with this issue. The US Airways Pilots' Plan will have been terminated three years as of 3-31-06. *Doug Wilsman*



---

**March 10, 2006**

Dear Soaring Eagles Member:

There are two separate and distinct periods during which benefits are paid by PBGC. We are currently in the period during which PBGC pays "interim" benefits. This period ends when PBGC issues its "Final Determination." A large part of the case now before the Court of Appeals has to do with whether or not PBGC acts as a fiduciary in its role as trustee during the interim period. If it is found to be a fiduciary during this period, as we contend, it can be sued for breach of its fiduciary duty, as we are doing. If it is found not to be a fiduciary, a suit must generally wait until PBGC issues its Final Determination at which time an ERISA-established 45 day period begins during which participants may dispute the benefit levels expressed in PBGC's Final Determination. Should it come to that, we are prepared to file a group dispute for each classification of benefit error and litigate as necessary.

(END of Wilsman's update.)

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### **LOS ANGELES VALLEY LUNCHEON**

Don McDermott welcomed the following 24 that were in attendance. Denny Fendelander, Bob Mosher, Larry Lutz, Doug Bielanski, Rex May, Herb Goodrich, Jack Moore, Joyann Moore, Jim Day, Mike Herriott, Don McDermott, Gloria McDermott, Gene Biscailuz, Susan Biscailuz, Trudy Annbuck, Norm Marchment, John Joyce, Ray Engel, Shirley Hanson, Jack Hanson, Ken Williams, Chuck Raphael, Marcene Rankin, Doug Rankin.

Don then said that Doug Bielanski, one of the younger retirees, had some information regarding our pensions. Doug started out saying, in his case, he has a 60% loss in the Non-qualified and a 30% loss in the Qualified. He then told of the P.B.G.C. road show which will be in Los Angeles at the Four Points (LAX) Sheraton Hotel on April 20, 2006 from 10:00 to 11:00 A.M. or 7:00 to 8:00 P.M. The P.B.G.C. will validate parking. He recommends that for those who have not already done so, to have your medical insurance electronically transferred from your bank account rather than writing a check. Doug went on to say Doug Wilsman's calculations were correct for those who retired by the year 2000 and others were close. He also commented that there are currently numerous lawsuits filed by URPBPA which could take quite some time to resolve.

Rex May, the Los Angeles South Bay Representative, said that our contract with the *Hacienda Hotel* for our luncheons there will probably have to be cancelled due to declining attendance. He is trying to find a solution. Rex went on to say that the ALPA retirement party is going downhill; even some of the retirees are not attending the party. His last comment was that he is planning on running in the L.A. Marathon which is Sunday March 19th.

Don McDermott discussed that even though we had a good turn out today, we have had declining attendance and he was open to suggestions.

After we ate, there was a lot of visiting before everyone left. Hope to see you at *Mimi's* on May 18th. The address is 19710 Nordhoff Place, Chatsworth. Till then, *Doug Rankin*

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

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

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## NORTH COAST FLYERS AKA CLEVELAND CRAZIES

March Madness was not just an expression when the Cleveland Crazies gathered at *TJ's* in Wooster on the 16th, one day short of St. Patrick's Day, shorter even, at the bank. Barb and Ed Griffith, Harv and Pat Morris, Phil Jach, Gene White, Bill Dilzell, after his run around with the regional medicine men and shamans, Ken Wheeler, with more barber shop quartet news from southern Ohio, Joe Getz, George Bleyle, Bob Olsen, on his work release program, Vic Popelars, in for a quick sandwich on his way to the Medina Revolt, and Richard McMakin.

Many, many comments about the apparent inequalities in the PBGC to understand, or even try to understand our retirement contract. Oh well... as the old man said to his son in the movie *Independence Day* "You've still got your health and your faith..." I guess (editorial) that when someone or something so ridiculously inadequate is responsible for one's future, one does get a bit concerned.

April showers everyone and keep your fingers crossed. The Cleveland Crazies will gather again in April at *TJ's* in WOOSTER on the 20th of the month and all are welcome, even some of the snowbirds may be coming back. Till next month, *McMakin*

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## NORTH BAY RUPA LUNCHEON

Despite the continuing inclement weather, a good group gathered for the first Wednesday of the month luncheon at the *Petaluma Sheraton* on March 1st. Announcements were made regarding the number of cancellations of medical insurance among the retirees, many due to late or incorrect arrival of the monthly premium. It was noted how simple it can be to send the premium to an incorrect address, such as Benefits Service Center in DSM which is NOT where it should be sent. If in doubt, please call and verify! If your insurance is terminated, be certain to file a timely appeal, and line up another policy before COBRA expires!

Those of us in CA also have been experiencing occasional difficulty with providers who associate us with BCBS of CA; our coverage is usually with BCBS of IL and it does make a difference! Several have had to be rather forceful in pointing that out to their providers, but were successful in saving some money!

Captain Dick Lammerding told the group of some thoughts a friend of his, a retired psychologist who was familiar with our Family Awareness program in 85, had advanced.

The current pension situation has, obviously, created a great deal of tension, strife, and depression in many, if not most, of the retiree group. The proposal was generally to establish, with the aid of volunteers, a source where those seeking assistance, could obtain help from peers, or from other professional sources, as needed. A handout, describing the proposed program was available, and some volunteered their services. We'll report further as this progresses.

Some UAL memorabilia was on display, and John Baczynski's Predator pictures were appreciated by the group. Gardner Bride proudly displayed the local *Petaluma* paper where it was prominently reported that Sheila Bride had been named "Citizen of the Year" for all her dedicated volunteer work in the city! Bravo!

If you're in the neighborhood, drop in and join us...first Wednesday at 12:30 till ?..

*Petaluma Sheraton*, 745 Baywood Drive, just east of the 101/116 intersection.

In attendance: Wayne Heyerly, Sam and Mickie Orchard, John Baczynski, Ron and Audrey Perry, Dick Lammerding, Larry Henderson, Larry and Dee Whyman, Bill Greene, John Reed, Galen Wagner, Al Milotich, George and Pat Hise, Jim Mansfield, Gardner and Sheila Bride, Don Shiltz, Leon Scarbrough, Dick Hanna, Barney Hagen, Carolyn Biggs, M/M Lee/Stan Anderson, Dave and Vivian Stolp, and this yeoman.

*Bob Donegan.*

Happy Easter!

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## UPDATE ON RETIREE EQUITY DISTRIBUTIONS - MARCH 22, 2006

Within the past week, many retirees received a check from Computershare - an outside vendor for United - with the proceeds from their claim in United's bankruptcy case. Due to a clerical error at Computershare, the ABA routing number on these checks contains an extra digit and, as a result, many banks are rejecting the checks. (The ABA routing number is a nine-digit number at the bottom of all checks. These checks erroneously includes a ten-digit routing number.)

Any retiree who has not already deposited his or her check and has an account with Alliant Credit Union can deposit the check there. Alliant will honor these checks and there will be no delay in receiving payment. Retirees who do not have an account with Alliant Credit Union or do not want to deposit the check into an Alliant account - and who have not already deposited their check - should call Computershare toll-free at 800-919-7931 or 312-588-4267 and request that a replacement check be issued.

For retirees who have deposited the check and have not been notified by their bank that it was rejected, it is possible that the check cleared the system without issue. Should an issue arise, retirees should call Computershare toll-free at 800-919-7931 or 312-588-4267.

Finally, retirees whose banks have already rejected their checks should call Computershare toll-free at 800-919-7931 or 312-588-4267 to have a replacement check issued. A Computershare Participant Service Representative will be able to provide information on obtaining reimbursements for any bank fees incurred as a result of the check being rejected.

Computershare offers their sincere apologies for this inconvenience.

From; "Skynet - Department News"

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## SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds met for lunch at the *SeaTac Marriott Hotel* as usual on the 3rd Thursday of the month, 3/16/06. The group was smaller than usual but the spirit of fellowship was just as strong. After lunch and hanger flying the usual topic of where we stand in the effort to preserve our pensions was discussed. Not much is known. It's all in the hands of attorneys and judges. After a couple of good jokes, the meeting was adjourned.

In attendance: Herb Marks, Jim Chilton, Gary Sakuma, Jeff Roberts, Chuck Westphal, Al Haynes, Fred Sindlinger, Al Teel, Gerry Pryde, Mark Gilkey, Ray Alverson, Dave Carver, Dick Wiesner, Fred Vinton, Jack Brown, Ralph Vrtasnic, Roland Schmidt, Neil Johnson, Don Anderson, Ray Dapp, Howard Holder, and Bill Brett.

Announcement: The Seattle Gooney Birds will hold the annual Co-Ed Luncheon at Noon on May 16th (Tuesday). There will be no luncheon on the third Thursday in May. The cost per person is \$25 including parking. Your check to Brent Revert will be your reservation.

9016 159th PL NE, Redmond, WA 98052-7518. See you there!

### NON SEQUITUR *Wiley Miller*



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## UPDATE: HEAD OF U.S. PENSION GUARANTY AGENCY RESIGNING

March 23, 2006: 12:48 a.m. EST

WASHINGTON (Dow Jones) -- The chief of the U.S. Pension Benefit Guaranty Corp. announced his resignation Thursday, as efforts continue in Congress to shore up the financially troubled government agency.

"This past two years has been a particularly tumultuous period for the PBGC," executive director Bradley Belt said in his resignation letter to President George W. Bush. Belt's departure comes at a critical time for the agency, which is facing a massive financial shortfall thanks to bankrupt airlines and other companies shifting their pension liabilities to the government.

The PBGC reported a \$22.8 billion deficit for 2005. Congress is working on legislation to shore up the agency's funds. The agency is funded through insurance premiums it collects from employers in return for the pension protection.

In his letter, Belt said the federal agency, which insures the nation's private pension plans, "rose to the occasion" and protected pensions of tens of thousands of workers.

The agency took over the \$10.2 billion claim in the United Airlines (UAUA) pension-failure case, the largest in the agency's history, during Belt's tenure.

The House and Senate are in negotiations about a bill that would protect millions of Americans' defined-benefit pension plans. Lawmakers are aiming to send President Bush a compromise bill by April 15.

Legislation would tighten pension-funding rules for companies in addition to strengthening the agency's finances. Without more funding, lawmakers worry, the PBGC might require a taxpayer bailout.

The Bush administration has urged Congress to reduce expected claims on the agency to help save the pension system and avoid a bailout.

A top Treasury official said earlier this month that House and Senate proposals contain language acceptable to the White House but that differences remain, including how to measure assets and liabilities, use of credit balances and "overly long phase-in periods."

The PBGC is an independent federal agency created by the Employee Retirement Income Security Act of 1974. It currently protects the pensions of 44.1 million American workers and retirees in 30,330 private single-employer and multiemployer defined benefit pension plans.

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### **ABOUT THE COVER**

UA Airbus A319-131; N805UA

Location: Chicago—O'Hare International Airport (ORD/KORD), Illinois; June 13, 1998

Courtesy of the Photographer: Michael F. McLaughlin

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## SW FLORIDA RUPA LUNCHEON

How many guns are confiscated on a daily basis by airport security in the U.S.? That was one of many interesting facts along with information about airport security presented to the SWFL RUPA group this afternoon by our guest speaker.

Thirty-three members and two guests turned out for this month's meeting, here in paradise, as we like to call SW Florida. The weather report was blue skies, puffy white clouds, mild breeze and temperature in the mid 80's.

Our speaker was Federal Security Director for SW Regional Airport here in Fort Myers. Col. Cohen was very enlightening about the latest developments in airport security, something we all experience when traveling but do not get a behind the scene look. Sort of like getting the "big picture" and finding out who "they" is, which UA never gave us but we always wondered about.

Our host, TJ Sobota rallied the troops for a trip to our legislator's local offices to support save our pension legislation.

Here is an interesting web site: <http://www.unionfacts.com/unions/> -You may want to check out a certain union, wages, number of employees, number of members and employee to member ratio among others. This is provided for your information only and is not directed to any certain union and is without comment by this group.

The following took time out of a beautiful day to enjoy lunch: Wallis Alves, Bill Bates, Neil Bretthauer, Gene Chapman, Norbert Cudnowski, M/M Rip Curtis, Skip Irwin, M/M Harry Long, M/M Robert Maben, Faith Osborn, Ted Sobota, James Sutton, Ellis Van Alstine, Earl Welsh, M/M Ray White, Tom Willman, M/M Ed Riehl, M/M Will Collins, M/M James Goodson, James Good, Jim Ralph, Michel Jones, James David, and Robert Hughes. Guests: Gloria Campbell, and Col. Robert Cohen.

Yours truly, *Gary & Janice Crittenden* Oh yes, answer to the leading question, 6 per day!

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## THE PHOENIX ROADRUNNERS LUNCHEON

The PHX Roadrunners met for lunch on Friday March 10<sup>th</sup> at the *Best Western* in Scottsdale. We were entertained in the lounge by Shawn Greer, a magician who performed in honor of Captain Bill Dutton III (deceased), through the courtesy of his son Bill Dutton IV.

After enjoying corned beef and cabbage, salad and veggies we were again entertained by Shawn Greer. He did several tricks that he thought Bill would have enjoyed. After many laughs and oohs and aahs we sang Happy Birthday to Ken Killmon (his 77<sup>th</sup>). The Toeppen's surprised Ken with a birthday cake decorated with a large airplane and runway (we don't know if the graphics were a mistake or a real depiction of one of Ken's landings as the plane had run out of runway!! Ha, ha). We had 36 members and guests attend the luncheon.

Attendees of the luncheon were Fred and Sandie Anderson, LeeAnn Bourgeois (Frenchy and Millie's daughter), her friend Ron Paulson, Frenchy and Millie Bourgeois, Mike Carlin, Mike Clements, Pete Delo (flew in from Denver), Don and Jan Eiken, Shawn Greer (magician), Don and Sharon Jackley, Ken and P.J. Killmon, Hank Kyser, Jim and Sue Mennella, Ed and Phyllis Nelson, Bill and Molly Norwood (first time visitors and guests of the Toeppen's), Warren and Marge Phelps, John and Shirley Prestegaard, Charlie and Yogi Schwob, Roy and Lois Scroggs, Gerry Smith, Frank Soare, Dave Specht, and Don and Mary Toeppen.

First time visitors Bill and Molly Norwood (guests of the Toeppen's),

Hope to have a large turnout at our April 14th meeting (our last meeting before our summer hiatus).

*Frenchy & Millie*

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Ted,

I ran across this article about a retired UAL pilot, and although it might be too long for the "NEWS", I thought you might find it interesting.

Regards,

*Marty Berg*

## INTERCOM

*(A communication system between or among stations in an aircraft, which is used here in the form of letters within PBY CIA members, enthusiasts or others. Please send your letters or requests for information to Newsletter Secretary or Historian [address up front])*

Donald HARTVIG (VP-21) Your latest newsletter just arrived and it is most interesting. This is to ask if you have any need for 2 PBY stories from a fellow VP-101 "survivor" from Australia and New Guinea? I am a member of PBY CIA as well as Pete Petrie of Sausalito, CA. and will await response to this.

I was in VP-21 at Pearl, then we moved to Perth to provide new planes. After a year running patrols out of West Australia, we went to New Guinea and the black cat work.

Story #1 - the Aussies were the originators of the Black Cat work long before we entered it. They flew with steel tanks giving longer range. They began from Townsville up in Northern Australia about noon, got to the tip of New Guinea about nightfall, they did their work at night on New Georgia, New Ireland and up to Rabaul and so on. At daybreak they were on their way back and came back to Townsville about the next noon. Before the Yanks took over these patrols and based themselves in Port Moresby and Milne Bay on the tenders, each PPC had to make a run with the RAAF in order to check out. My trip was 24 hours and 10 minutes long. Lots of stories how the RAAF flew the planes and fought them.

Story #2 - At Port Moresby we had to go over the Owen Stanley Range weekly. Up to 15,000 feet, pick way through the mountain tops and down to about sea level to the Sepik River. That was inside Jap territory. Land on the river, toss out the anchor, natives and Aussie coastwatchers, wounded, some Army types and natives poled out on a log floating barge, we unloaded and reloaded and then a circular take-off on the river, up over the mountain, hope no cloud cover and hopefully get home.

Pete Petrie and I can work together to fill in the details and write two stories per the above, but only if you need them. Kindly advise. We both plan on attending Pensacola when your reunion occurs. In my case I have to recover from a pinched nerve operation and Pete a bad knee. It is hell to get old. S/Don

*(PBY CIA Sec Jim Thompson letter to Don: Thanks for your 5/24 letter regarding stories for the PBY CIA Newsletter. The answer to your question is YES. We will be interested in both stories you mentioned; particularly the one about the Aussies being the originators of the "black cats". I am familiar with the minelaying operations that the RAAF did at night just as the black cats worked at night but not with their Black Cat work. I wonder if perhaps this is what you are referring to. WOW, if not and it is the black cat work, you will open up a can of worms with your letter and your stories and we can look to some lively response from some of our [missing text-Ed.] Themselves as to who originated "BLACK CAT". Don -re: the getting old bit - Aren 't you glad though that you can say it is hell??)*

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**Donald HARTVIG (VP-21)** (*Sec Jim Thompson's note-just before taking this issue of the NEWSLETTER to the printer another letter came in from Don Hartvig that is related to the above letter from him, so I have quickly inserted it here so that this subject of BLACK CATS can be followed and pursued in good order. Don and "Pete" Petrie write:)* VP-101, The RAAF and Introduction to Black Cats for us. VP-101 had been doing long range patrols off Western Australia. After one year of this, part of the squadron went to an island called Palm Island, off Townsville, Australia. The RAAF had been running Black Cats runs from Townsville for an unknown period of time. They wanted to turn this over to us. Each PPC was to take a patrol in a RAAF PBY to check out the procedure. They used PBY-5s with steel tanks so as to provide more range. My trip began about noon, fully loaded with bombs, flares and ammo: and fuel. The RAAF crew was a grizzled bunch who had been fighting for Britain all over the world since about 1939. They flew in shorts and T-shirts.

The goal was to be at about Salamaua at the Eastern part of New Guinea at nightfall. Then proceed to the target for that night. New Britain, New Ireland and Jap held areas all held barge traffic for passed island garrisons which were supplied by barges moving only at night, island to island We found them on the primitive radar and sunk them with bombs or gunfire. If radar picked up anything, we would go over 3,000 feet, drop a flare and see what was below and we could not be seen, and if worth attacking, away we went. If no barges or ships, hit troop emplacements on the beaches. Daybreak found us back near Salamaua empty of all armament and still had to go same 500 miles back to Townsville.

The Aussies flew these planes at not over 95 knots. As the load burned off the skipper reached up and hauled back the throttles. When we arrived back at Townsville we had been in the air 24 hours and ten minutes.

When VP-101 then took over these duties we operated off a seaplane tender, the "San Pablo", moored in Milne Bay. Waters were very smooth in that area and dusk takeoffs

loaded would enable us to run three plus miles on takeoff to get airborne without hitting rough water. If memory serves, the above occurred about in 1943 or thereabouts. Prepared by V.R. "Pete" Petrie • VP-101 Retired United Captain, now in Sausalito CA and Donald H. Hartvig • VP-101 Retired Lawyer, now residing in Portland, OR.

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## YOU NEVER KNOW

Sitting by the window of her convent, Sister Barbara opened a letter from home one evening. Inside the letter was a \$100 bill her parents had sent.

Sister Barbara smiled at the gesture. As she read the letter by the window, she noticed a shabbily dressed stranger leaning against the lamp post below.

Quickly, she wrote, "Don't despair. Sister Barbara," on a piece of paper, wrapped the \$100 bill in it, got the man's attention and tossed it out the window to him. The stranger picked it up, and with a puzzled expression and a tip of his hat, went off down the street.

The next day, Sister Barbara was told that a man was at her door, insisting on seeing her. She went down, and found the stranger waiting. Without a word, he handed her a huge wad of \$100 bills.

"What's this?" she asked. "That's the \$8,000 you have coming Sister," he replied. " 'Don't Despair' paid 80-to-1."

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## PEARLS OF AVIATION WISDOM

The strength of the turbulence is directly proportional to the temperature of your coffee. --- Gunter's Second Law of Air Travel

The three worst things to hear in the cockpit: The second officer says, "Damn it!" The first officer says, "I have an idea!" The captain says, "Hey, watch this!"

"In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa." --- Kurt Wien

Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?

"Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute." --- George Bernard Shaw

"The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage." --- Mark Russell

When asked why he was referred to as 'Ace':  
"Because during World War Two, I was responsible for the destruction of six aircraft, fortunately three were enemy." --- Captain Ray Lancaster, USAAF

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins? --- Anonymous

Death is just nature's way of telling you to watch your airspeed. --- Anonymous

"I never liked riding in helicopters because there's a fair probability the bottom part will get going around as fast as the top part." --- Lt. Col. John Wittenborn, USAFR

"When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-

hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too." --- Admiral Rick Hunter, U.S. Navy.

"It only takes five years to go from rumor to standard operating procedure." --- Dick Markgraf

"Real planes use only a single stick to fly. This is why bulldozers and helicopters -- in that order -- need two." --- Paul Slattery

"I've flown every seat on this airplane, can someone tell me why the other two are always occupied by idiots?" --- Don Taylor

As a new copilot on an airliner, I was told to say these three things and to otherwise keep my mouth shut and not touch anything:

1. Clear on the right
2. Outer (marker) on the double (indicator)
3. I'll eat the chicken (Crew meals consisted of one steak and one chicken to avoid possible food poisoning of the cockpit crew).

As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.

You can't fly forever without getting killed.

As a pilot only two bad things can happen to you and one of them will: a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane. b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane.

Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.

There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.



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More about Rules: a. The rules are a good place to hide if you don't have a better idea and the talent to execute it. b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)

The pilot is the highest form of life on earth.

The ideal pilot is the perfect blend of discipline and aggressiveness.

About check rides: a. The only real objective of a check ride is to complete it and get the bastard out of your airplane. b. It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.

The medical profession is the natural enemy of the aviation profession.

The job of the Wing Commander is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.

Ever notice the only experts who decree the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

It is absolutely imperative the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable. He who demands everything his aircraft can give him is a pilot; he that demands one iota more is a fool.

If you're gonna fly low, do not fly slow! ASW (Anti-Submarine Warfare) pilots know this only too well.

It is solely the pilot's responsibility to never let any other thing touch his aircraft.

If a mother has the slightest suspicion that her infant might grow up to be a pilot, she had better teach him to put things back where he got them.

Night flying: a. Remember that the airplane doesn't know that it's dark. b. On a clear, moonless night, never fly between the tanker's lights. c. There are certain aircraft sounds that can only be heard at night. d. If you're going to night fly, it might as well be in the weather so you can double count your exposure to both hazards. e. Night formation is really an endless series of near misses in equilibrium with each other. f. You would have to pay a lot of money at a lot of amusement parks and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single engine night weather flight.

One of the most important skills a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

At the end of the day, the controllers, operations supervisors, maintenance guys, weather guessers, and birds; they're all trying to kill you and your job is to not let them!

The concept of "controlling" airspace with radar is just a form of FAA sarcasm directed at pilots to see if they're gullible enough to swallow it. Or to put it another way, when's the last time the FAA ever shot anyone down?

Remember the radio is only an electronic suggestion for the pilot. Sometimes the only way to clear up a problem is to turn it off.

It is a tacit, yet profound admission of the preeminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.

Remember when flying low and inverted that the rudder still works the same old way but hopefully your instructor pilot never taught you "pull stick back, plane go up".

One of the beautiful things about a single piloted aircraft is the quality of the social experience.

The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward... and wish.

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## MARCH MTG. DEN GOOD OL' BOYS

The day following a substantial spring snowstorm seemed like a poor selection for the monthly meeting, but as our scheduled meeting date we decided to go ahead with it. It turned out to be a fairly nice spring day and the attendance was the best we've ever had. Happy hour was its usual rousing success, and our caterer performed yeoman duty and none were turned away at the buffet.

Following the repast, the boring business meeting began with a story by the scribe and recorder, something having to do with a *Goodyear Tire*. The meeting was promptly turned over to Jim Krasno who briefed one and all regarding the status of our situation with the PBGC and UAL. Suffice to say that we need more people to write their congress-persons.

Rick Madsen noted that he has knowledge of a medical insurance provider who sounds more than competitive with the BC/BS provider available thru UAL. This will be looked into.

Note was taken that Curly Baker was sporting a new hip. He seems to have adjusted to it quite well, and it was good to see him.

Business and rumors having been taken care of, the session devolved into serious fertilizer slinging, and such was the case when this humble scribe made his way out the door.

As you read this (in May) kindly note that one of our semi-annual wives-invited meetings will be in June and this represents a change from our previous schedule.

Those in attendance included: Bill Fife, Bill Hanson, Rick Madsen, Bill Bates, Tom Hess, Bill Matheny, Al Dorsey, Pete Cecchinelli, Bill Hoygaard, Bob Sannwald, Al Snook, Curly Baker, Phil Spicer, Keith Patton, Tom Johnson, Dick Garbrick, Dave Murtha, Fritz Meyer, Maury Mahoney, Arv Witt, Tom Gordon, Bob Blessin, Jim Hixon, Dick Shipman, Ralph Wright, Mark Connelley, Stanley Boehm, Jack Wilhite, Cliff Lawson, Ken Ewing, Jack Davis, Hugh Moore, Doug McLaughlin, Sam O'Daniel, Mike Williams, Barry Edward, Ray Bowman, Duane Searle, Bob Clipson, Dick Kobayashi, Carl Harder, Jim Krasno, A. J. Hartzler, Russ Ward, Dave Johnson, John Thielen, Jim Jenkins, Chuck Fellows, Ed Cutler, David Horwitz, Rick Bebee, and the scribe and coordinator, *Ted Wilkinson*

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## WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Remember, our COED Lunch is April 19th at the *Westwood Country Club*.

Email & Postcards will be out April 7 so be on the lookout!

540-338-4574

<p><b>United Airlines Historical Foundation</b></p>
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<p>Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>
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## IT WAS GOOD

Were you a kid in the Fifties or earlier? Everybody makes fun of our childhood! Comedians joke. Grand-kids snicker. Twenty-something's shudder and say "Eeeew!" But was our childhood really all that bad? Judge for yourself:

In 1953 The US population was less than 150 million... Yet you knew more people then, and knew them better. And that was good.

The average annual salary was under \$3,000... Yet our parents could put some of it away for a rainy day and still live a decent life. And that was good.

A loaf of bread cost about 15 cents, but it was safe for a five-year-old to skate to the store and buy one. And that was good.

Prime-Time meant I Love Lucy, Ozzie and Harriet, Gunsmoke and Lassie... So nobody ever heard of ratings or filters. And that was good.

We didn't have air-conditioning, so the windows stayed up and half a dozen mothers ran outside when you fell off your bike. And that was good.

Your teacher was either Miss Matthews or Mrs. Logan or Mr. Adkins, but not Ms Becky or Mr. Dan. And that was good.

The only hazardous material you knew about was a patch of grass burrs around the light pole at the corner. And that was good.

You loved to climb into a fresh bed, because sheets were dried on the clothesline. And that was good.

People generally lived in the same hometown with their relatives, so child care meant grandparents or aunts and uncles. And that was good.

Parents were respected and their rules were law. Children did not talk back. And that was good.

TV was in black-and-white, but all outdoors was in glorious color. And that was certainly good.

Your Dad knew how to adjust everybody's carburetor, and the Dad next door knew how to adjust all the TV knobs. And that was very good.

Your grandma grew snap beans in the back yard, and chickens behind the garage. And that was definitely good.

And just when you were about to do something really bad, chances were you'd run into your Dad's high school coach, or the nosy old lady from up the street, or your little sister's piano teacher, or somebody from Church.. ALL of whom knew your parents' phone number, and YOUR first name. And even THAT was good!

REMEMBER!

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## BLONDES ... GOD LOVE EM

A blonde went to an eye doctor to have her eyes checked for glasses. The doctor directed her to read various letters with the left eye while covering the right eye. The blonde was so mixed up on which eye was which that the eye doctor, in disgust, took a paper lunch bag with a hole to see through, covered up the appropriate eye and asked her to read the letters. As he did so, he noticed the blonde had tears streaming down her face.

"Look," said the doctor, "there's no need to get emotional about getting glasses." "I know," agreed the blonde, "But I kind of had my heart set on wire frames."

# LETTERS

**JOHN E. BOOM**—Golden, CO

Hi Everybody,

Four years into retirement Janet and I are doing fine. Travel, volunteering and time with grandchildren keep us busy. One memorable driving trip included, Yellowstone, Teton and Glacier NP plus part of Idaho and British Columbia. It's nice to be retired and not have to be home by a certain time for that next trip! Two years ago when our grandson was 7 we took him and his parents to Disney World. Another joint trip was a cruise from Miami to Key West and Cozumel. My Son and his wife scuba dived while we did things with our grandson including a submarine ride.

Last summer we rented a beach cabin on Whidbey Island near our daughter. Their two little girls loved staying with us and we enjoyed doing all the grandparent things like exploring beaches and collecting treasures. We used a travel trailer for a trip to the midwest and included a stop at the Strategic Air Command museum outside OMA. It's no longer at Offutt AF Base, but now is in a fairly new facility where everything is inside.

For a long time I've wanted to see the Air Force Museum at Dayton Ohio and it was well worth the visit. I spent nearly two days going through five huge hangers. While I was at the museum, Janet did genealogy research. Then we cruised on the Ohio and Cumberland Rivers on the historic Delta Queen steamboat.

Pass travel is not what it used to be. With the cut backs and fuller flights we bought more tickets last year than ever before. With my pension cut by nearly 2/3 and UA's top management shamefully grabbing over 100 million in new stock my loyalty to the company is well below zero. Many thanks to the *RUPANEWS* staff and helpers for such a great publication. Also thanks to people like Doug Wilsman for gathering, analyzing and disseminating the bankruptcy news and its implications for us.

Sincerely,

*John*

**ROBERT J. CLUPPER**—Livingston, TX

Not much going on this last year but did get one year older, it's always sad to see who has flown west! I always start at the last page of the newsletter!

I've visited over 70 aircraft museums in the last seven years and ready for more! So many neat aircraft to see and not enough time to see them all! Over ten times at the Air Force Museum in Dayton, and the same at the Navy Museum in Pensacola. I can't pass Pensacola without checking on Captain Ed Prose's N3N hanging from the ceiling near the atrium, it's now painted bright yellow with 89 on the side and there is an N3N on floats next to it!!! Ed told me he has the original logbooks for his, and it came from the Philadelphia ship yards on floats too, but it's been on wheels for many years! Ed let me jump from it many years ago at the Hinckley, Illinois airport from 5,000 feet. After I opened, I had a thought run through my head-- I'm going to land where Ed had the airplane parked. I wonder if he will notice? I landed right where I wanted and Ed pulled up beside me, shut the engine off, and his first words were "You landed right where I had the airplane parked", I told him I was hoping he would notice that! Ed donated the airplane to the Navy Museum when he retired. If you are that way please check it out, the Navy is taking very good care of it! From the balcony you can see the plaque that Ed and his daughter Dorothy, retired Navy Captain, donated the airplane to the museum and if you turn around you have a beautiful view of the four blue angel A4s hanging from the ceiling of the atrium!"

Many thanks to all you people who keep this newsletter coming to us, we all appreciate your efforts, sincerely, *Bob Clupper*

**TODD DONOHUE**—Sparta, NJ

Sir, It has been two years now since my retirement and one year since the music died. The music died when we were betrayed and sold out by ALPA and most of the active United pilots.

On the plus side I have a great wife and family. Excellent health and a new career in real estate.

I wish you all the best and for my friend Bob Kraft—get well soon. *Todd*

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## RESVERATROL — THE SUPER NUTRIENT THAT FIGHTS MORE THAN CANCER

By Robert Jay Rowen, MD

Through the years, I've told you some incredible stories of how resveratrol can reverse cancer. And I've received letters from many subscribers who have experienced the same results. But the power of resveratrol doesn't stop with cancer. We're now finding out that this incredible red-grape extract is actually a super nutrient that everyone needs to be taking.

In an interesting study from Denmark, researchers confirmed resveratrol's power in treating cancer. But they also inadvertently showed the extract works wonders for osteoporosis.

The researchers focused on multiple myeloma. It's a cancer of the bone marrow. The cancer stimulates bone destruction by activating osteoclasts (bone-dissolving cells) and inhibiting osteoblasts (bone-forming cells). A challenge in myeloma is protecting the bone, as well as targeting the cancer. The Danish team chose to investigate resveratrol's action on both myeloma and bone cells. In previous studies, resveratrol was found to have significant anti-cancer activity.

The authors of the study found that it increased apoptosis (programmed cell death) of the tumor cells. It does this at the DNA level! But what drew my attention was their findings on bone cells. They discovered that resveratrol can stimulate bone marrow stem cells to become osteoblasts rather than osteoclasts. So resveratrol actually enables bones to rebuild!

Resveratrol "further stimulates stem cell response to vitamin D compounds. It does this by getting their DNA to make more vitamin D receptors." I've repeatedly told you about the link between vitamin D and cancer. And here's another example of how effective it is.

The researcher's conclusions took into account only resveratrol's action against cancer, saying, "Taken together, these results suggest that resveratrol or its derivatives deserve attention as potential drugs for treating multiple myeloma."

You don't need to wait for them to make a drug. I've used resveratrol for years in cancer, including myeloma. Some of my patients have seen long-term remission using just oral supplements. I almost always combine resveratrol with a source of vitamin D.

I've repeatedly told you about the major link between vitamin D deficiency and cancer. And vitamin D is an accepted treatment for osteoporosis. Part of the amazing anti-cancer action of resveratrol may simply be through increasing vitamin D receptors. Thus the benefit in osteoporosis as well.

But the incredible news about resveratrol doesn't stop there. In addition to treating cancer and osteoporosis, resveratrol may also dissolve Alzheimer's plaques.

A new study shows that resveratrol has the ability to reduce the level of beta amyloid in your brain. If you remember, beta amyloid is the plaque material found in the brains of Alzheimer's patients. But the research shows that not only does resveratrol reduce both the secreted and intracellular (inside the cell) goo, but it can actually promote its degradation.

This is big news! Alzheimer's plaque buildup is a medical tragedy with no known mainstream treatment. While this study was in vitro (in the lab dish, not in living patients), I'm excited. Resveratrol has no known down-side. It's inexpensive. In short, it's a super nutrient!

I'm excited by both of these reports. I've used resveratrol for years to treat cancer. Now I plan to use it in my osteoporosis protocol and on anyone with memory problems. If you try it for any of these health challenges, please write me and let me know your experience.

Action to take: I strongly suggest you add resveratrol to your supplement regimen. Resveratrol is found in grapes and red wine. I believe a glass a day of organic red wine has wonderful health benefits. But if you're a teetotaler like me, red grapes or supplemental resveratrol might be one of your best friends. There are many products on the market. But make sure you take one made with quality extracts. Two good brands are Life Extension's Resveratrol Caps (800-544-4440) and Healthy Resolve's Advanced Resveratrol Formula (800-728-2288). I've used the Healthy Resolve product for years.

**Ref: Marambaud E, H. Zhao, and P Davies. "Resveratrol promotes clearance of Alzheimer's disease amyloid-beta peptides," *J Biol Chem.*, 2005; 280(45): 37377-82.**

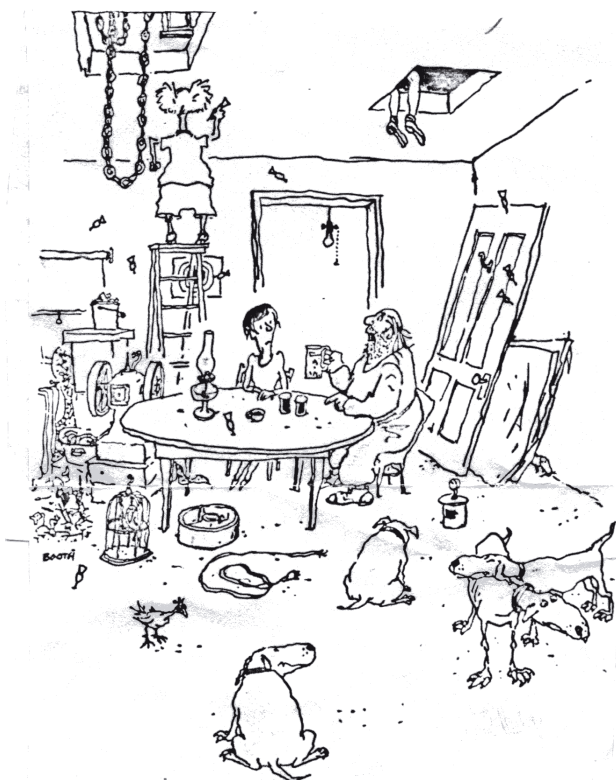
**JIM & YVONNE GLENDENNING**—  
Camano Island, WA

The PBGC took over the pension (maybe) and UAL flew out of bankruptcy. There is war in Iraq and rumors of war with Iran. The economy kept going, albeit somewhat more slowly, and home prices kept on rising.

In spite of all that, life here on the island went on about as usual. Our hillside yard is a bit steeper and harder to climb. It takes a bit longer to get the old bones moving in the morning. But the sunsets seem to get more beautiful each year. We're thankful for the good things that come our way like those sunsets, blueberries and blackberries from our yard, and the monthly RUPA newsletter.

That's about all there is to report from here this year. Maybe next year we'll have news of exotic travels or new medical challenges to face. In the meantime, we thank everyone who puts the newsletter together and send greetings to all those fine people we met during the years of flying the line.

*Jim & Yvonne*



*"The 'Queer Eye' people came by—but they fled."*

**ANN HAMMOND (MRS. GUY)**—Cambridge, MA

Dear Mr. Olson,

Please forgive me for being so lax in paying my dues to RUPA. I enjoy reading everyone's letters & appreciate the news about how United is coming along with their bankruptcy proceedings- and I'm relieved & grateful my pension is unchanged.

I continue to live with my son & family in Cambridge and Martha's Vineyard. I and my elderly pug Mozart wait for Spring & warmer weather so we can set out for walks.

Thank you for reminding me.

Sincerely, *Ann Hammond*

**JACK & SHIRLEY HOLST**—Basalt, CO

Our apologies for not getting this letter to you last month; we still discuss the rewards of the October RUPA gathering in Wash. D.C. All the newer members Jack met (slightly his junior) were so helpful to make sure he & his wheelchair missed none of the fun. Our thanks to UAL for the flight certificates from Denver (no nerves hoping for SA this time) ; thanks to Jay Plank & Bob Lenahan for their contributions to pre-plan our trip; to Jay, Cleve & the Andersons for the nice photos; to E.K. Williams & Rich Bouska for the telephone exchanges. Rich did a super job of convention organization. We were both overwhelmed by the scale of the museum, as well as the number of aircraft, related items & creativity of the entire visual display over a 3 story level; Jack had his favorites - especially that SR 71 Blackbird; And, of course it was fun searching for the 'known' names on the beautiful, newly dedicated Wall of Honor, recognizing so many contributors to the airline industry, space & "friends" of the museum. Thanks to all of you for a very memorable 4 days; see you in Seattle.

*Jack & Shirley* (970) 927-9091

P.S. In late January '06, Jack celebrated a century of life at the Aspen Historical Society. Old friends came with congratulations, cards, gifts and Norwegian drinking songs... phone calls from 3 continents; food—wine; he weathered it well. We are so grateful for good health and a life fully lived.—*Shirley Holst*

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**SID & REVA HUFF**— Lake Tahoe, CA

UAL is really pissed off at me for living so long, 87 years now.

I am in excellent health with the exception of both knees which are in need of replacement. Reva has a few medical problems - diabetes and arthritis but doing ok.

I had to give up my carpentry, building decks, too hard on the knees.

Still spending Jan Feb and March in San Diego in our motor home. Sure beats shoveling snow back home.

Been playing a lot of golf back home and here in San Diego. Still a 20 handicap. Have to take a golf cart these days.

Vickie, my retired FA and Director of Nursing in Seattle is moving to Reno and will be getting a similar job there. Kelley, her daughter is graduating as a nurse in May, has already got a job paying \$50,000. Rob, her Brother, flies for a regional airline in ORD gets \$17,000 a year.

Thank you Cleve and all volunteer helpers.

*Sid*

**STEVE JAKUBOWSKI**—Grasonville, MD

Hi Jim, Ted and All,

Only missed the renewal by a couple of weeks this year. Checks in the mail.

It looks like UAUA and the PBGC are going to get their way starting March 1st. Pension is going to be 77.6% less than what it was a few months ago. Linda and I are still trying to come up with a way to deal with that.

It was a fairly quiet year. No more operations on the leg thank God. Six were quite enough.

Still limping around with a cane most of the time but getting around none the less. We're so grateful to have our two pilot sons back safely from Iraq. One Navy, one Marine. In a couple of months they'll start workups for tour # 3. In our humble opinion-enough is enough.

A couple of trips to NAS JAX and a couple more to MCAS Miramar to visit the kids and grandkids were the extent of out travels.

I want to thank all of you who have worked so hard to try and salvage our pensions. It's not over yet---let's hope.

Regards, *Steve*

**MIKE KELLY**—Spruce Creek, FL

Hi Jim,

Well I turn 60 today; it was not exactly what I expected with a last flight, instead It had to do with how to cope with an 80% hair cut. 37.5 years on the line with United will bring us \$1940.00 a month at age 65 with another 10% cut to come.

Other than the 1st and the 15th of the month life is great here at Spruce Creek, I Have been doing a lot of flying in my RV-8. Formation flying has been my latest new trick. Diane and I have been doing quite a bit of traveling in the RV-8.

We did go to Australia with group from here this spring and fly light planes around the country.

Did some ferry and test flight work in old UA 400's destined for an airline called Corsair. They put 568 seats in them, the bunk room was gone it made me want to Cry.

*Mike*

**DONALD F. LAKE**— Anacortes, WA

Dear Jim,

On year six of retirement and all is well with health and home. We have been readjusting to the pension promises of the Golden Years. Sold our boat after 30 years of looking forward to each years new adventures.

Still flying Cessna 185, but with the cost of rising fuel, may choose to downsize that too.

Thanks and appreciation for all who keep things going at RUPA.

Check enclosed.

*Donald F. Lake*

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## DDD: THE DEADLY DIABETES DUO

By Dr. Bruce West

The diabetes duo is wheat and lack of exercise. Despite all the "science" in medical therapy for Type II Diabetes, it still remains a man-made disease. And as sure as it is man-made, it can be man-cured. This disease is caused by eating processed foods loaded with wheat, sugar, and corn syrup, all the while staying on the couch and avoiding exercise. It is as simple as that.

For those of you who do not believe this, all you need is an accurate glucose monitor for diabetes testing. Within 30 days of following the instructions in this article, you will have proven it to yourself. To eliminate blood sugar problems, all you need to do is eat only real foods with lots of protein, avoid wheat and sugar, and exercise. That's it!

### *Skeptical? Test It!*

Think wheat and lack of exercise are not the deadly duo? Take this test. If you are diabetic, you probably already know your average blood sugar fluctuations. Now stop all wheat and any food with wheat in it (be sure to read ingredient labels—you will be surprised). At the same time, join a gym and start exercising your muscles—hard. The best way I have found is *Slow Burn* weight lifting (more on this later).

After one month on this program, compare your blood sugar readings with previous readings. If you have not cheated, you will be absolutely amazed. And you can take it a couple steps farther. Have a blood test after a month on this regimen. Now compare your blood glucose readings, your triglycerides, and even your HDL/LDL ratio to those from past months.

If you're still not convinced, monitor your blood sugar after specific meals. See how high your blood sugar spikes after a big pasta or other wheat-laden meal—and see how long it takes to normalize from this. You will find that *nothing pushes up blood sugar like wheat*. And *nothing keeps your blood sugar high longer than wheat*.

If you still need more evidence, watch your blood sugar drop within hours after one of your strong, Slow Burn exercise sessions—and how long it stays down following exercise. *Nothing (even drugs) has a more powerful, longer-lasting, and glucose-moderating effect than strong, muscular, weight-bearing exercise (weight lifting)*.

### *Wheat and Diabetes*

A "healthy" meal of "whole-grain" cereal is not the breakfast of champions. It is the breakfast of diabetics. If you insist on eating wheat all the time, you will eventually (if not already) be relegated to a lifetime of diabetic drugs with all their problems and life-threatening side effects. Just stop eating wheat altogether. If you would like a book recommendation to help you design a healthy diet, get a copy of the classic *Protein Power* by Michael R. Eades, M.D. and Mary Dan Eades M.D. It is available in bookstores and on-line.

### *Exercise and Diabetes*

Muscular exercise is the only time the body takes sugar out of the blood and into the muscles *without insulin*. That defines the cure for Type II Diabetes. You can test your own blood sugar for the proof. I am aware that most people really don't like to exercise. That is one of the reasons why Slow Burn exercising is the best.



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This exercise is only needed once every five to seven days for less than an hour! Its effects will be evident in your body and blood sugar for the whole week! The key is exercising muscles very slowly and to complete exhaustion. This is so much easier than standard weight lifting. To get on this program, get a copy of the book *The Slow Burn Fitness Revolution* by Frederick Hahn, and Michael and Mary Dan Eades, M.D.s. It is available in all bookstores and on-line. [*Slow Burn can be done at home with simple equipment, most of which can be found around the house.-Ed.*]

### *How to Be Drug-Free in 90 Days*

Quite frankly, without exercise and the elimination of, or dramatic reduction in, wheat intake, you simply will never overcome diabetes. And conversely, with these two factors and the right supplements, you can be drug-free within 90 days.

Supplements are also needed to overcome long-time nutritional deficiencies brought about by a diabetes diet.

Your cells must remain sensitive to insulin, which allows sugar to leave the bloodstream and enter the cells for energy. Two critical nutritional factors in maintaining insulin sensitivity are specific B vitamins and chromium. These and other important nutrients are deficient in the diabetic diet. A diet of processed-foods with lots of wheat slowly induces *insulin resistance*.

Insulin resistance is another term for Type II Diabetes. The cells are no longer sensitive to insulin (due to nutritional deficiencies). This stops insulin from aiding in the proper flow of sugar from the bloodstream into the cells. Sugar levels continue to rise in the bloodstream, and the body makes more and more insulin (that no longer works properly) in response.

### *Glucose Tolerance Factor*

For three to six months you need to supplement the vitamin B complex, chromium, and other nutrients that make up what is known as the *glucose tolerance factor* to normalize insulin sensitivity. Combined with better diet and exercise, this will produce dramatic results in your blood sugar over time. The products that contain the glucose tolerance nutrients are Cataplex GTF (1-2/meal) and Diaplex (2-3/meal). We also use the mineral supplement Min-Tran (2-3/ meal) during this time.

These products are produced by Standard Process. (*See your integrative physician or contact Health Alert – Ed.*) If you need final proof, combine this new diet, new exercise program, and new supplement protocol and take regular blood sugar readings. After one to three months, start to compare these to past readings. If you are diabetic, take the final step.

Take these readings to your doctor and let him or her know that you have cured your diabetes naturally—and you wish to wean off diabetes drugs. Now that's a formula for success.

HEALTH ALERT / March 2006

*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.*

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**BOB LANGEVIN**—Stuart, FL

Dear Jim,

It's that time of the year again and I want to make sure I get the 25 (big) bucks to you on time! Mission accomplished. Although we've never met, I want to take this opportunity to thank you and Cleve, plus all the others for the outstanding volunteer work that you both do in all of our behalves. Thank you for jobs well done.

Although I'm kind of new at this retirement thing (3 Years now) I can't imagine how or when I ever had time to fly the Boeing. Kim and I are busy moving into our new home in Stuart, FL ; boating, playing golf, traveling, entertaining and loving our 4 grandchildren, going to RUPA and QB meetings and enjoying our summer condo on the water in Saugatuck, MI from June 1st thru a little after Labor Day. Whew I am tired of writing about it, never mind doing it. Oh yeah, my Aviation Insurance Agency takes a lot of time too. We really enjoy staying in touch with and seeing other UAL retired pilots: Lyle and Judy Burhans were here to visit a few weeks ago; I play a fun game of poker with Jimmy Carter and Jerry Bradley every other week; Kim and I went out to visit Bob and Joyce Fria (LAX) and Earl & Shirley Harned (LAS) a few weeks ago, and in May we're going to visit Ed & Cathy Cleary (DEN) and experience their fabulous Kentucky Derby Party that they give every year. And all of this does not include the RUPA lunches and QB dinners (UAL guys there too).

Time to close for now, but I wish all of my UAL friends well in the years to come and may each and every one of you live life to the fullest in the healthiest manner possible.

Have fun and only worry and concern yourself about those things you can control.

Sincerely,

*Bob Langevin*

**BOB & KATHY LYNCH**—San Carlos, CA  
(650) 593-2232, e-mail; blynch@mail.arc.nasa.gov.

Hi Ted, I'm sending this to you via e-mail with postage check being sent via snail mail to Jim Olson. Thanks very much to you and Jim for your

willingness to take on these jobs. It's a lot of work and I want you to know that those of us who read the finished product greatly appreciate your efforts.

Eleven years now and counting. I have continued to be blessed with good health. Kathy is currently going through treatment for breast cancer. Her prognosis is very good. No lymph node involvement and all margins clear after her lumpectomy. She is now more than half way through chemo which will be followed by six weeks of radiation treatment. She is in good spirits and doing well. We are confident that she will be just fine. We just have to be sure that we do everything possible to prevent a recurrence. We would like to thank everyone who have given us your positive thoughts and shared your good humor. I think in the end, good humor is the best medicine of all. Kathy is thoroughly enjoying all the time off from United and I'm enjoying having her home.

Did our usual trips this past year to Carmel and our place on Kauai along with a trip to Paris in October. It was a business trip but, as usual, our French hosts out did themselves. Our group was treated to a private dinner cruise on the Seine on a beautifully preserved 1930's vintage two tier ship. This is the oldest dinner boat on the Seine. The food was excellent and it was hard to beat the scenery. Paris never seems to disappoint.

I'm still gainfully employed at NASA. The research and development work we have been doing for the past ten years is now enjoying a significant amount of recognition. Our team was invited to Chicago in early October for a black-tie dinner to receive two internationally recognized R&D 100 awards. For those who have never heard of this, the Chicago Tribune describes the R & D 100 Awards as the "Oscars of Invention." We were honored not only for one of the 100 best inventions of 2005 but were also given the Editor's Choice Award for the invention that is likely to have the greatest impact on public safety. Quite an honor for our development team and for NASA.

Battelle also just received a new five year NASA contract and my part of that is a new position as Battelle Director of National Aviation Safety Archives. This is a "spin off" job from what I have been doing at NASA for the past 10 years. In

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essence, we are now implementing the newly developed technology on a national level at all major airlines. The Archives will be a national resource that is expected to help the airlines better manage their safety programs and provide valuable information to government agencies in fulfilling their responsibilities for regulation and oversight of the industry. The Archives will, for the first time, allow de-identified analysis of flight safety data across airlines and fleets nationwide.

My new job is to oversee the implementation process and to manage the continuing operation of the Archives. Of course, working with the airlines is part of the job so I have a front row seat in watching the United debacle play its self out again and again as each of the other dominos fall. All the while, our elected officials turn a deaf ear to the impact wrought on employees. Even worse, they seem to give a wink and a nod as corporate executives stuff their pockets at the expense of both employees and shareholders. I hope you will all remember which politicians have been our friends as each election year rolls around.

With all this turmoil in the airline industry, it is anyone's guess which airlines will survive the inept management and overreaching greed of their corporate officers. If anyone ever wondered why unions first came into being, just take a look at today's airline industry for a reality check of what management will do when given free reign. It's just too bad that ALPA has not stepped up to the plate to fulfill its traditional role as a union to protect ALL (past and present) of those who have paid their hard earned dues. It will take a while but the pendulum will swing the other way. I just hope I'm here to see it happen.

As some of you may know, our son Ron is a furloughed Delta pilot but will likely elect to keep his current corporate flying job rather than return to the line at Delta. Right now he has a left seat job on the Citation X, a Mach .92 / 52,000 ft. ceiling aircraft. He's got a six figure income with full company paid retirement and medical benefits including long-term care insurance. And NO commuting. That's a lot better than most of the airlines have (or will soon have) to offer. And, he is getting two or three captain job offers a month. Looks like corporate is the place to be right now. They actually appreciate their employees (including their pilots). What a concept!!

Along with all this we have been upgrading and redecorating our house this past year. We have updated our kitchen and doing a facelift for the living room, dining room, entry and master bedroom. Anyone who voluntarily does this must have a subliminal self-destructive wish. The end product looks good but I hope we don't have to do it again anytime soon. As a friend of ours says, "If you say your house is finished, that really means you have just given up!"

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

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

(650) 593-2232, e-mail; blynch@mail.arc.nasa.gov.

**CHARLES A. MCKINNON**—New Orleans, LA

As you can see by the above address I have a new life, home and also a new wife. Life is great and we are building a new home in the Napa Valley at St Helena, CA. It's wonderful to be 90 years old, in good health and looking forward to a new adventure. The home in Napa will not be ready to move in until some time in June or perhaps July, so in the mean time I will be at Jan's home listed above.*[below-Ed.]*

My son Chuck Jr. flew west last month after a long bout with leukemia. He was retired from General Motors Flight Operations about ten years ago. All these years he and his wife and four children have lived close to us and he has been a big help in getting me going on the computer. I sure do miss him.

Jan and I plan to take 21 days to drive to CA in June. We want to see from the ground all of this beautiful land that we have flown over for the last 60 years.

While I don't see many names in the *RUPANEWS* that I recognize I still read it cover to cover. Many thanks to you and all of the crew that help to get it out.

When we get settled in at Napa I'll send you my new address and e-mail.

*Charles McKinnon*, 2600 Prancer Street New Orleans, La

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## WHEN YOU FLY IN FIRST CLASS, IT'S EASY TO FORGET THE DOTS

By BEN STEIN

ONE of the best conspiracy movies ever made is the perfect British classic, "The Third Man." In the most haunting scene, the villain, played adroitly by Orson Welles, takes Joseph Cotten, the good guy, up in a Ferris wheel. The villain, named Harry Lime, has been selling adulterated penicillin in postwar Vienna, making a fortune and causing children to become paralyzed and die.

Mr. Cotten's character, a pulp fiction writer named Holly Martins, asks him how he could do such an evil thing for money. The two men are at the top of the Ferris wheel, and the people below them look like tiny dots. Mr. Welles's villain looks down and says. Tell me, would you really feel any pity if one of those dots stopped moving forever? If I offered you £20,000 for every dot that stopped, would you really, old man, tell me to keep my money, or would you calculate how many dots you could afford to spare?"

This scene comes to mind when I think of Glenn F. Tilton and other executives of the UAL Corporation and the hapless employees of its primary business, United Airlines. Its history is a perfect text for the ethical morass in which American business often finds itself.

United is one of the proudest names in airline-history. It has long been a synonym for fine service and extensive, convenient routes. In the early 1990's, when some investment bankers were casting around for a way to make tens of millions of dollars, they came up with a doozy: the employees of UAL would give up some of their salaries and benefits in exchange for stock in UAL, eventually becoming UAL's largest owner through an employee stock ownership plan.

The deal went through - with staggering compensation to Wall Street - and in 1994 the American employees of UAL, as a group, became its largest owners. Within a few years, overseas personnel were allowed the privilege of tossing their life savings into UAL, too.

Trouble was not far behind. The employees found management demanding pay cuts, big (and, for passengers, inconvenient) changes and cuts in scheduling and services, and even silly changes in their once-great flight attendant uniforms. Then came the blows of 9/11 and a recession, and then rising fuel costs. There were demands for more cuts in pay and benefits and more layoffs. That was not enough. About three years ago, UAL was "forced" to enter bankruptcy to stay alive.

This step meant that UAL could drastically cut workers' pay - and it did. Pensions were simply jettisoned and made the burden of the federal government's Pension Benefit Guaranty Corporation, which meant cuts of close to two-thirds in some pilots' pension payments. And, of course, the bankruptcy simply eliminated all of that equity in UAL that the employees had bought with their hard-earned savings.

Thus-in a series of evil events, management of UAL basically ruined the lives of the employee-owners, if that is not putting too fine a point on it, by taking away their savings, incomes and pensions. (I am indebted to my pal, Phil DeMuth, for much of this research.)

All right, you might say. What else could management have done amid high fuel costs and a deregulated, supercompetitive market? That's "creative destruction," and it's good for the economy, some of my fellow Republicans and admirers of the free market might say. But what about the rules of law and common decency? Because, you see, there is a bit more to the story.

Now UAL has been reorganized. It is preparing to emerge from bankruptcy It will soon have a stock offering. This offering is expected to raise very roughly \$6 billion. It is presumably worth that because UAL now has such low labor costs that it may actually make a profit of some size. (I'll believe it when I see it.)

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Here comes the good part: management has asked the bankruptcy court to let it have - free - roughly 15 percent of the stock in the new company, or about \$900 million. Mr. Tilton, the chief executive, who plays the Orson Welles character in this drama, would get about \$90 million personally for his hard work shepherding UAL through bankruptcy (for which he was already paid multiple millions of dollars).

The bankruptcy court, instead of ordering Mr. Tilton's arrest, instead cut the management share to about 8 percent, so he will get more than \$40 million, more or less. That is more than Lee R. Raymond, the chief executive of Exxon Mobil, one of the most successful companies of all time, was paid in 2004 (not counting Mr. Raymond's 28 million shares of restricted stock).

So here it is in a nutshell: employees are goaded into investing a big chunk of their wages and benefits in UAL stock. They lose that. Then they lose big parts of their pay and pensions. They become peons of UAL. Management gets \$480 million, more or less. "Creative destruction?" Or looting?

Wait, Mr. Tilton and Mr. Bankruptcy Judge. The employees were the owners of UAL. They were the trustors, and Mr. Tilton and his pals were trustees for them. How were the trustors wiped out while the trustees, the fiduciaries, became fantastically rich? Is this the way capitalism is supposed to work? Trustors save up, and their agents just take their savings away from them?

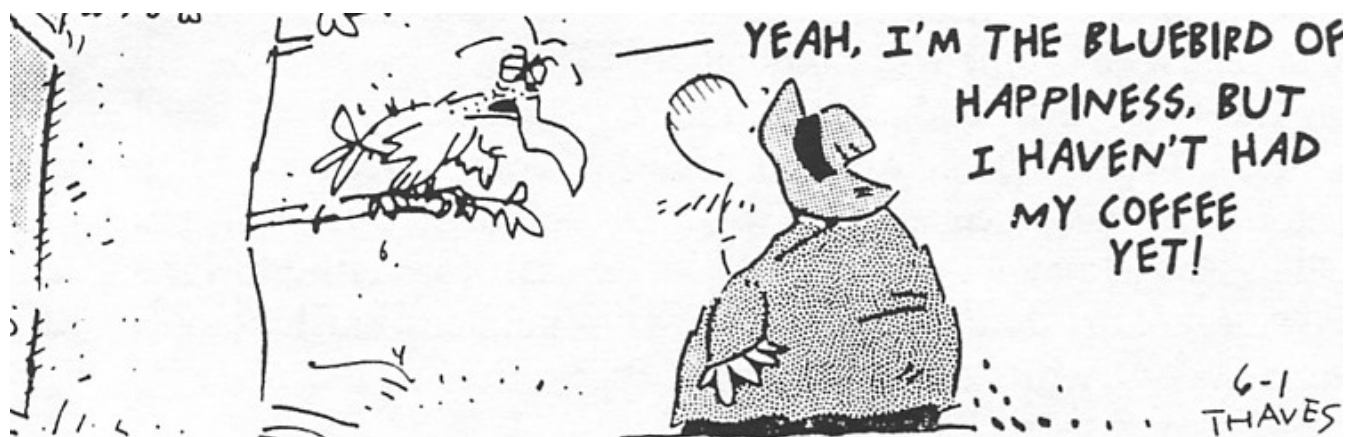
If the company is worth so much that management has hundreds of millions coming to them, shouldn't the employee-owners get a taste? Does capitalism mean anything if the owners of the capital can be wiped out while their agents grow wealthy? Is this a way to encourage savings and the ownership society? Or is this a matter of to him who hath shall be given?

I know that this is basically the same story I described recently concerning the Delphi Corporation, where something similar is going on. But that's exactly the point. Management is using competition, higher fuel costs and every other cost complaint to cut the pay and pensions of its own employees while enriching itself.

And I can well imagine what goes through Mr. Tilton's mind as he does it: "Hey, I'm a great executive. Great executives in private-equity firms make more than I do. Why shouldn't I get the moolah? Basically, I've worked it so UAL is now a private-equity deal anyway. That's what it's all about now, isn't it? Who's got the most at the end of the day at Bighorn or the Reserve or whatever golf course I choose to retire at? And, anyway, wouldn't you take \$48 million for a few of those dots we used to call our employees and owners to stop moving?"

Ben Stein is a lawyer, writer, actor and economist- E-mail: [ebiz@nytimes.com](mailto:ebiz@nytimes.com).

January 29, 2006 / Everybody's Business



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**ART MOUNT**—Stony Brook, NY

Ted,

Enclosed you'll find two checks. One that was due last July and another for this July to get me back on track.

It's been a busy year at our household. Last spring our son Chris got married to a lovely young lady, who is an ER nurse in the local hospital.

Like me, Chris is a volunteer firefighter. He's employed as a town fire marshal. Ever since he was a two year old, he's been captivated by fire trucks and firefighters.

At his wedding reception, an antique fire truck was on display from the Terryville Fire Department, which he belongs to. This truck was purchased new, back in the 1950s, by the North Merrick Fire Department. After many years of service, it was sold and is currently one of the antique trucks that the Terryville Fire Department owns. Chris's grandfather, whom he never met, was the North Merrick Fire Chief when this truck was originally purchased.

We have several wedding photos of Chris and his grandmother in front of the truck. She remembers when the truck was purchased as she was a very active member of the North Merrick Ladies Auxiliary back then. That's quite a bit of memorabilia.

In late September, we were blessed with the arrival of a granddaughter, named Ava, thanks to our youngest daughter. This was her first child. Six days later, our oldest daughter gave us another granddaughter, named Riley, who has a 7 year old big brother. Not a bad week's production, I'd say.

Recently Ava had to go through heart surgery to repair a "coarctation" of the aorta. This is a condition where the aorta narrows, restricting blood flow. Her operation at Columbia Presbyterian Hospital for Children in New York City three weeks ago, went very well and her prognosis is excellent.

All of our children and grandchildren live close to us, the furthest being a 45 minute drive, so that's why we are still here on Long Island.

I would like to thank Roger Hall and URPBPA for their efforts in fighting for our pensions. I would also like to thank Doug Wilsman for his fine work

in educating all of us and to Arvi von Nordenflycht for stepping up to the plate as the new RUPA webmaster.

In years past I had a great deal of pride in saying I was a United Air Lines pilot and a member of the Air Line Pilots Association. I certainly don't feel that way anymore.

Best wishes and good health to everyone. *Art*

**GEORGE NIXON**—Blackmans Bay, Tasmania, Australia

For many years, I carried a page from Flight International Magazine dated 24-30 June 1992. One article on this page is entitled "Aircrew die younger, says report". I carried this one sheet of paper tucked in amongst other papers in my flight bag and would share its' contents with other crewmembers on occasion when appropriate.

The article in essence states "a new study of data from eight countries by two Cyprus based insurance specialists reveals an unexplained rise in pilot deaths in years immediately following retirement." The article goes on to state that the findings of this article are based on two studies, the second of which was conducted by the US Airline Pilots association, and "covers pilots dying between 60 and 80". A further and more definitive conclusion is "more than two-thirds of U.S. aircrew died within nine years of retirement."

"The data translates into an average age of death for the US pilots of 67. There is no analysis of cause of death, but the authors note that the leading causes of loss of licence-insurance claims in the 1980s were cardiovascular at 34%; neurological at 18.2% and cancer at 9.1%.

They comment: "The strongest correlation between disability and age appeared in the psychiatric category. This suggests that stress and other psychological factors significantly affect pilot health with advancing age."

You may wonder why I bother to bring up this old article to RUPA readers on my birth anniversary. Well, I was hired in the mid-sixties and retired in the mid-nineties along with large numbers of my fellows who had also reached age sixty. The article may be fourteen years old but it just may be pertinent to many of us who are in ten plus years of

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retirement. I have given up many bad habits over the years, I recovered from lung cancer and I feel better than I have in years. My wife Heather and I enjoy bushwalking and we still travel for four to six weeks abroad each year. We are thankful that we still enjoy the good health to live the "American Dream"

I am reminded of the last verse in the poem "INVICTUS";

"It matters not how straight the gate or how charged with punishment my scroll, I am the master of my fate I am the Captain of my soul." Live long and prosper my brothers and if GOD is willing, I talk to you again next year. *George & Heather...*

**JAMES OXLEY**—Sonora, CA

Dear Cleve, Well here I am again one more year down. I can't believe I'm 87, times sure fly. I must be improving as I remembered to send my dues on time or at least the month of my birthday.

Not much news, no traveling this past year except to the Doctors office and hospital. Ramona had back surgery in June at the Northern Spine Clinic in Pleasanton, CA. They did a good job, perfect care for many, many dollars. It took some time to recover, but all is going well now.

Hope to hop aboard some time soon and visit family.

My thanks to all the helpers who do such a great in job keeping us up to date. *Jim*

**GEORGE A. PAULL**—Alexandria, VA

A little late with the letter and money but the check is on the way to James and here is my belated letter. At age 84 I don't get things done as fast as I used to and the only good thing about old age is the senior discount. 2005 was not a good year as far as my health is concerned. I had anemia which led to the discovery of cancer of my esophagus where it meets the stomach. After 10 radiation sessions and 2 chemo treatments, I was back in the hospital because of low blood sugar, shortness of breath and general weakness as well as low white blood count. As I recovered enough to get out of the hospital, a PET scan showed that the cancer was gone. The radiation Doc recommended 15

more treatments which I had and then a CT scan showed no cancer. Now I am trying to regain weight and strength so that I can do some traveling before my number is called. I used to enjoy the OLD TIMERS and their stories and now I am the OLD TIMER. Glad that I had the best years in the Aviation business, 1940 to 1984. I hope United will regain the reputation that we helped to establish during our working years. *George*  
W4QXO@aol.com

**MICHAEL A PERRY**—Purchase, NY

Hi everybody. A couple months early but once golf season starts, my focus changes.

85 rounds last year and that's in the Northeast. I have done a lot of domestic travel this past year on UAL and amazed at how we continue to lose money while flying very full airplanes.

My business, Opus Advisory Group, continues to grow... Thank goodness! I won't have to leave my golf club yet.

Warm regards to all,

*Michael*

**ROBERT C. RAY**—San Carlos, CA

When aboard our sailboat New Passage, Cheryl and I are slowed down to 6 knots (or less). We are now at the Panama Canal, the crossroads of the Pacific, and ready to transit into the Caribbean soon. We have had many wonderful experiences since sailing out of San Francisco nine years ago. Adventures in this last year include Ecuador and the Galapagos, inland travel to Peru, and sailing back to Panama. All is well and life is good. May we all have fair winds and smooth seas ahead. *Bob*

**JOHN RENSCH**—Treasure Island, FL

Life is still good! I was on teams that won the Florida Men's 4.0 Senior and Super Senior leagues. We went on to play in the national competition in Palm Springs last October. We didn't win there.

United Airlines employees had a tennis tournament for many, many years until Dick Ferris said we had to buy advertising in the company paper to let employees know about the event. That killed that

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tournament. For over twenty years we have had an ALPA tennis tournament. Two years ago the "AIRLINE PILOT" magazine said we had to buy advertising to let ALPA members know about the tournament. Last year that event expired.

The entire work environment over the past forty years has changed enormously. My 35 years at UAL (1965-2000) were definitely the best. Thanks,

*John*

**DENNY SCHAAR**—Rapid City, SD

Greetings from the beautiful Black Hills of South Dakota,

As mild as our winter has been again this year, Mother Nature occasionally reminds us that it is only March.

She gave us a dusting of snow last night, but not enough to have to do any shoveling. After a record high of 73 degrees last week, we're basking in sunny skies today, but with a temperature of 35. Such is the joy of living in the land of infinite variety. But, as much of the midwest is experiencing, we are still in the midst of a multi-year drought that is making it tough on our agricultural neighbors. If you folks in the great northwest have had enough of your wet winter, we wouldn't mind if you sent some of your excess moisture to our neck of the woods.

I remain in good health and am enjoying my civic activities as well as the outdoor stuff, hunting, camping, fishing, etc. Kathy had a bout with pneumonia last fall, but mended well enough for us to enjoy a reunion with our REAL friends in Denver in October. She stays busy with her church activities as well. Our sons, Dan and Matt are cutting their own swath through the world these days. After spending 3 years in Grand Cayman as a charter boat captain and scuba divemaster, Dan is in law school at Santa Clara University studying environmental law. Matt is an aerospace engineer in the jet engine division of Rolls Royce in Indianapolis and has done quite a bit of international travel for customer support services.

I gained a healthy appreciation for the work our Hotel Committee did for our crews when we were working. Labor Day had Rapid City hosting the

Midwest Shrine Association convention, and I was the housing chairman for that event. I had to arrange hotel accommodations for 1500 Shriners and their families. It all came together successfully and our visitors had a wonderful time. We held two parades over the weekend, and although the parade route was published well ahead of time, one of our local politicians complained about the delay he encountered on his way to an "important social function". The rest of the population thoroughly enjoyed the show that the Shriners put on for the town, so he was soundly ridiculed by many of our citizens. When will our public servants ever get the message?

I was pleased to read that some of the writers to a recent RUPANEWS publication had somewhat gotten over the hosing we received from UAL and the PBGC. I'm in that boat too. I went through a similar scenario with EAL and Lorenzo, and just learned that there are forces greater than I, at work in my life and that after exhausting all possible avenues of appeal, I accept what has happened and I feel a whole lot better about my future than if I had allowed that situation to fester within me. My hope for the rest of you is that you can also find some tranquility in your life.

The latchstring is always out at our home, so if your travels bring you to our part of the country, please feel free to drop in.

Warmest regards,

*Denny Schaar*

**WHIT SIMPSON**—Nashville, TN

Dear Ted,

Another birthday is fast approaching along with RUPA dues time. It has been four years since my last landing on 9R at ORD. Everything is fine in Tennessee. My wife, Darlene, and I are enjoying life and are adjusting to the new standard of living for old broken down "Boeing Drivers".

Thank goodness for URPBPA, SSA, and the B fund.

All the best, *Whit*

COPY WITH DUES CHECK SENT TO JIM via "Snail mail"



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## ANOTHER ANTIBIOTIC FOUND TO BE KILLING PEOPLE

By Joseph Mercola, D.O.

The antibiotic Tequin, manufactured by Bristol-Myers Squibb, can cause potentially fatal swings in blood sugar.

### GREATER RISK THAN PREVIOUSLY THOUGHT

A new study shows that the drug's risks are far greater than they were believed to be. The FDA has already warned doctors not to prescribe the antibiotic to diabetic patients. However, the blood sugar swings have now been observed even in patients without diabetes.

### 17 TIMES THE RISK

An examination of the medical records of almost 1.5 million people older than 65 showed that those who took Tequin had four times the risk of low blood sugar, and almost 17 times the risk of high blood sugar.

Those who took Tequin were also far more likely to be hospitalized for blood sugar problems, and a number of such patients died.

### ALTERNATIVES AVAILABLE

Tequin made \$150 million in worldwide sales last year. It is used to treat lung, sinus and urinary tract infections, and also some sexually transmitted diseases. Alternative antibiotics are available for all of its uses.

New England Journal of Medicine March 1, 2006

Los Angeles Times March 2, 2006

Bloomberg.com March 1, 2006

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## JURY DUTY SCAM

Please pass this on to everyone in your email address book. It is spreading fast so be prepared should you get this call.

Most of us take summons for jury duty seriously, but enough people skip out on their civic duty, that a new and ominous kind of scam has surfaced. Fall for it and your identity could be stolen, reports CBS.

In this con, someone calls pretending to be a court official who threateningly says a warrant has been issued for your arrest because you didn't show up for jury duty. The caller claims to be a jury coordinator.

If you protest that you never received a summons for jury duty, the scammer asks you for your Social Security number and date of birth so he or she can verify the information and cancel the arrest warrant. Sometimes they even ask for credit card numbers. Give out any of this information and bingo! *Your identity just got stolen.*

The scam has been reported so far in 11 states, including Oklahoma, Illinois, Colorado, Texas and California.

This (scam) is particularly insidious because they use intimidation over the phone to try to bully people into giving information by pretending they're with the court system.

The FBI and the Federal Court system have issued nationwide alerts on their web sites, warning consumers about the fraud.

Check it out here: <http://www.snopes.com/crime/fraud/juryduty.asp>

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**PAUL F. STERMER**—Fresno, CA

Hi Ted,

This was written in the summer of 2003, shortly after I retired.

There probably nothing worse for a ten year old, than being sick on a summer morning. A cool breeze came thru the open windows but hardly a sound. Not unusual for a Sunday morning. Sundays were reserved for going to church and visiting family or friends of your parents.

Living across the street from the school was very handy indeed. There was always a soft ball game or touch football game on the weekend. You didn't have to get up real early to get to school on time, and in the summer there was a recreational program sponsored by the town. Every day, Monday thru Friday, nine A.M. till four P.M. It was almost like school, except it was all games, arts and crafts, plays, and special events like a magic show or a ventriloquist. But not that day, it was Sunday.

The breeze would bring the smell of freshly mown grass thru the window. Everyone mowed their grass on Saturday. If the conditions were right, that wonderful aroma would stay around for two or three days. Off in the distance there was a humming sound, very faint, but it was there. It was getting louder, well maybe not louder, but it was getting more distinct, and closer. In a few minuets you could tell it was an engine, an airplane engine, you could almost count the cylinders. Sounded like four. It was the only sound I could hear for the ten minutes it took for it to fly far enough away. Then there was silence.

I could not help but wonder, where is he going, how many people are on the airplane? Why can't I be up there too? Of course it was 1953 and I was ten.

There were a lot of model airplanes hanging from my ceiling. Not the military kind, but small, private type. These were made of solid wood, and came in a kit. All it took was a lot of sanding, some glue, and a steady hand with a paintbrush. My dad bought them for me and we would work for a week to finish one. Dad would say, "You can never sand too much." Every time he told me that, I was tempted to prove him wrong. But with all the work that went into each one, I never did. As I got older,

and with the advent of plastic, the ceiling became full of airplanes, including the military type.

On weekends, Dad would take us to some of the small airports that seemed to dot the countryside back then. We would look at the airplanes, and if we were really lucky, watch one take off or land. Once we found a Piper Cub with a for sale sign on it. Dad took down the phone number, but I don't think he ever did anything with it. We went to all the air shows, big and small. We also went to a glider show on Harris Hill outside of Elmira, N.Y. There they were selling rides in the tow plane, and dad asked me if I wanted to go up. Of course I said yes, it was my first ride in an airplane. That was special, just the pilot and me, it was almost solo. It was years later when I realized that dad had wanted to go, but at that time could only afford for one of us to go.

Now I am a retired airline pilot. Recently after a long hot spell, I awoke to find it had finally cooled off. I opened all the windows and let the fresh morning breeze air out the house. The smell of fresh cut grass was still in the air from the evening before. While waiting for the coffee to brew, a small airplane droned overhead. The flash back was amazing. I finally realize how much I owe my dad and some nameless pilot who flew over my house in 1953. It was a Sunday.

Checks in the mail, Later

*Paul Stermer*

**DON TAYLOR**—Albuquerque, NM

Enclosed find my dues for last year and this. Total \$50. Trying to get ahead of the birthday month due date, at least for 2006.

Does anyone really believe that sending money to URPBA (or whatever their acronym is) will save our pension? I don't. If you are a recent retiree you need to make plans for a pay cut. If you are as old as I am the PBGC will probably pay you as much as you are currently getting. Good luck to all of us, but let's face reality. The old ALPA crowd can't save your pension. It's gone.

Best wishes to all my old friends at United. It was a great airline, but don't expect too much in the future.

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The same myopic management that brought 3 years of bankruptcy has no real plan for post bankruptcy operations. Reduced labor costs don't guarantee success. If you have lower operating costs, what do you do with them? United management doesn't have a clue. How about ripping off the employees and giving management outsized bonuses and stock options? That will really help morale with all the employees that gave up so much. Brilliant management move...

United needs a business plan that is not business as usual, but United doesn't have one. We're probably all better off with the PBGC.

I'm a really lucky guy. I have a good job and we just won the Collier Trophy. Others are not as fortunate.

Are there any plans to assist the older, underpaid retirees and their widows after the dust settles with the PBGC? If so, I am interested in contributing. Are any of the rest of you able to help? United has abandoned us and so has ALPA. Let's forget about United Air Lines and help each other. The company we once knew is no more.

*Don Taylor*, VP

Flight Operations, Safety and Training  
Eclipse Aviation Corporation

**ROBERT TINSLEY**—Titusville FL

Ancien Pilotes:

Well, that's how they referred to a group of us former F8 drivers at a Crusader Ball held in Hyeres, France a few years ago. OLD I can handle, but ANCIENT?

Late again, but the slope steepens going down hill. Jackie and I are doing ok. She tires easily, but compared to some of the horror stories I read, we have little to complain about. She went through a lot of sheer misery, but has adjusted well. A new 8-week-old Springer pup has provided an attitude adjustment.

I was relieved to note that the March retirement check had not been reduced. As Doug Wilsman explained early on, those retired long enough

would not get hurt financially. (At least not until the PBGC runs out of money.) The newly retired folks had their pensions ripped badly, and in a shameful manner. Perhaps what was done was legal, but hardly honorable. I've always been for free enterprise, but am distressed that when a corporation fails, the top brass can cry all the way to the bank.

On the other side of the ledger, our skirts are not entirely clear. Every time unionized employees got a new contract, it was hailed as a new "Industry Standard." This attitude fosters a ratchet-up effect. We gotta hold out to make *at least* as much as Industry Standard. No, I'm not blaming us pilots for the current state of affairs, but we had a part in it.

I still write a column for the local paper. It's a good thing I did not depend on writing for a living! I did publish a book that will be on the market by the time you read this. The title is *Farewell, Miss Julie, or The Spoiled-Rotten Bird Dogs*. It's not an aviation book, although a couple of airplanes do sneak in there, somewhere. To purchase, use [www.authorhouse.com](http://www.authorhouse.com). Also available on [amazon.com](http://amazon.com) and elsewhere. For the non-computer folks, contact Authorhouse, 1663 Liberty Drive, Suite 200, Bloomington, Indiana, 47403. I think you will find it a good read.

I really miss the people I worked with.

*Bob*

**GUS TUIT**—Greenbank, WA

Hi All ,

Another birthday year gone by & could have been a bit better one. Still looking at the grass from the top side though. Laura had a couple eye surgeries for retina & cataracts. The doc that did the cataracts put the wrong size lens in & made things worse. We've had mixed reports as to whether or not it can be re-done.

And then there's me. Replacing a few rotten deck boards in June, pushing on a crowbar to get out the last nail & the next thing I recall was hanging head down in the hole where I'd removed the boards with no feeling in arms or legs. Seems the

crowbar slipped , I lunged forward & knocked myself out hitting a very solid 2 x 8 . The feeling came back & CAT scan showed nothing wrong & I seemingly had a sprained neck which got better until all my fingers started tingling in Sept.

Had surgery Feb. 8th on cervical vertebrae C2 & C3 & have been wearing a collar since. Hope to get rid of it next week.

There's more scary stuff to the story but that's enough.

Not much traveling the past year except to visit family & friends. Saw Del & Pat Gartner in Fla. & went to RUPA luncheon . Was good to see some of the "troops" including Clark Luther & Stan Smilan. Speaking of RUPA, I don't recall ever seeing what the "Wall of Honor" is supposed to represent . I see names on there of guys that "conspired" with Ferg, Ferris & Barry to give my job to some fleet qual from Lorenzo's Continental or some other outfit in '85. Baffles me as to why I'd want my name with them.

Sorry to see of the "Flown West" of Ralph Sewell. Walked into his office in DCA in '57 without an appointment & walked out with a job. The biggest mistake I probably made in my airline career was when he asked if I wanted to start tomorrow or 2 weeks from tomorrow . I picked 2 weeks from tomorrow & it was the difference between 1 or 3 furloughs. He also gave me my Viscount rating ride.

Thanks to all that put the newsletter together & to Doug Wilsman for his labors.

As ever, *Gus*

**HARRY TYREE**—Abingdon, VA

Dear Jim,

Thanks for all you and the others do to keep us informed. I enclosed a little extra to help out where needed. Already seven years into retirement and still can't correlate my birthday with sending you a check. Only six weeks late this time. Health is still holding up fairly well. Playing golf a lot and doing all that grandpas do.

On a golf trip to Hilton Head last month I saw Cindy Wood - she is doing as well as anyone in her situation could. A remarkable lady.

My best to all, *Harry*

**ROBERT A. VOGTRITTER**—Honolulu, HI

NOTICE

Let it be known that on March 31 in the year of our lord 2005, Robert A Vogtritter esq. did, whilst engaged in the game of golf at the age of 76, recorded a score equal to his age, that score being 76. This feat was accomplished at the Mamala Bay golf course located on Hickam Air Force Base in Honolulu Hawaii and attested to by his three golfing companions on that fateful day and whose names are duly recorded.

Thanking you for your kind attention,

Royal Hawaiian Golfing And Drinking Society

Tis True *Bob Vogtritter*

**FAYE M. WILLIAMSON**—Mansfield. TX

I wish to inform you of the death of my husband, Carl E. Williamson, on December 30, 2005. He was a mechanic, flight engineer, copilot and captain on many of UAL aircraft, mainly in LAX. He was 82.

We both enjoyed the *RUPANEWS* and read it cover to cover each month.

I would like to continue to receive the subscription and I am sending my check to Jim Olson. You do a great job as the news is interesting as well as informative.

Thanks for all the hard work everyone puts into this project.

*Faye M. Williamson*, fmwilli@yahoo.com

## **IN MEMORIAM**

**WILLIAM W. BERG**

We lost Dad on June 2, 2005 at the age of 88. He had about 86 good years but was ill off-and-on the last two years, with respiratory problems, prostate cancer and congestive heart failure.

He was married to our mother, Martha, for 59 years. She died in July 2003 after a long decline with Alzheimer's. Being her care-giver took its toll as well.

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Growing up in the Bay Area and graduating from Cal in business and economics, Dad went to work for United in April of 1941 in a management position and served as a station manager in Fresno and Spokane. When it looked like war was imminent, United sent him to the Boeing School of Aeronautics in Oakland, where he got his Flight Navigator's ticket. He spent WWII traveling all over the Pacific as United provided crews and aircraft for the Air Transport Command. Following that UAL flew to occupied Japan.

After the war, he had the difficult job of returning to civilian flying on the LAX/SFO- HNL runs (somebody had to do it!). He was also involved in the MAC flights during the Vietnam War. This "temporary" job ended up lasting 35 years, until the navigators were phased out in 1976. Dad was a proud and loyal United employee, and he loved his job.

He was easy going, with a good sense of humor. A couple of his favorite expressions were "Flying sure beats working for a living!" and "We get paid a lot of money to defy the law of gravity."

United was good to our family and Dad, like most retirees, was disturbed and disgusted to see a once great company teetering on the brink of ruin.

He and Mom enjoyed a lot of leisure travel when they were younger and we kids got in our share, too. In his final years, he got a lot of pleasure out of seeing his family and friends use the Companion Travel Coupons to make numerous trips to New Zealand, Costa Rica, Puerto Rico and so on.

He was a terrific father and friend as well as an outstanding golfer, all-round athlete, mechanic, and do-it-yourselfer. He was never too busy to play catch, help with an art project, work on our golf game or solve an automotive problem.

We miss them dearly but he and Mom are in a much better place now. They're probably traveling without all the modern inconveniences and falderal that are now part of air travel. Godspeed to you both and thanks for a wonderful life!

The Berg kids- *John, Peggy and Karen*

P.S. If any of Dad's contemporaries or spouses are still around we would love to hear from you. We can be reached at: [jsberg@charter.net](mailto:jsberg@charter.net)

## **JERRY G. COX**

Loving husband, father and friend passed away on January 20, 2006 after a hard fought battle with cancer.

Jerry was born to Dorothy Lipe-Cox and John H. Cox in Wichita, KS. He grew up in Lawrence, KS, attended Lawrence HS and Kansas University. After graduating from KU in 1958 he joined the Navy as an Aviation Officer Candidate in Pensacola and got his Navy Wings the following year.

Jerry's first assignment was to HU 1 in Imperial Beach, CA. He flew the HUL and HRS helos and completed a deployment to Antarctica aboard an icebreaker. He was then assigned to HS 2 in Imperial Beach where he flew the SH 3A and deployed to the Western Pacific. During his tour at NAS Whidbey Island Jerry led the basketball team to win the All Navy Championship. He then completed his active service with a tour in HS 8, again deploying to Westpac and Vietnam. He left active duty and joined Lockheed Aircraft as a test pilot before joining United Air Lines in 1969. His long career included flying the 737, 727 and DC 10 aircraft. He retired as a DC 10 S/O.

He also remained active in the USNR, retiring as a Captain, serving in HS 84 and CHWR 10 at North Island, and a number of other commands.

Jerry is survived by Sue, his loving wife of 21 years, his daughter, Kristin, sons Kent, Kevin and Keith, and 6 grandchildren.

He will be remembered for his friendly, humorous personality, his ability to hit a golf ball a mile, a long jump shot or just about anything athletic. He was a consummate host, along with Sue, and hosted many memorable parties for his many friends.

His spirit will live forever in the hearts of all he touched.

In lieu of flowers, please make a donation to a hospice organization or cancer research in Jerry's memory."

*This is the obituary from the SD Union about Jerry Cox. Jerry and I were friends all through the Navy and UAL. He was one of the best liked people I ever knew and along with a multitude of others, bid him a fond Aloha. For all of his RUPA friends who did not know, Jerry battled cancer bravely for over a year.*

*Best regards, Ted Sholl  
Kapolei, HI*

*Ted and Marion Sholl*

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## **HENRY L. MAXWELL,**

It is with great sadness that we announce the death of Hank Maxwell on January 11th, 2006. Hank had been bedridden the past few months, having been diagnosed with Lou Gehrigs disease three years ago. He is survived by his wife Barbara and two sons, Tom and Bill, who are Captains for American Eagle.

What a pleasure it was to fly with Hank. It is impossible to describe the perfection with which this man did his craft. From check in at dispatch until the last brake set, Hank was the consummate professional.

After a 45 year career at Capitol and United, Hank walked up to the podium at the ALPA retirement party and told everyone that if the crew desk called to assign him a trip that evening he would gladly accept.

He will be missed by all of us, but the lessons he taught us will remain a lifetime.

Friends and admirers of Hank Maxwell

## **DAVID R. TANK**

In loving memory of David R. Tank,

As a young boy, there were times when I wished you didn't need to fly. I'd hear the thick creak of my bedroom door in the early morning, followed by the footsteps of your brown dress shoes. Size 14. I'd feel your hand on my head, and the smell of your cologne would reach my nostrils a split second before you kissed my cheek. Your footsteps would slowly fade, and you'd be gone. For a couple of days, Mom and I would go on with our routine.

Your schedule typically had you home at about 7:30pm. The sound of the van in the driveway was my cue that I was about to get the biggest, safest, most amazing hug in the world. You were home again.

On February 18<sup>th</sup>, I learned that you needed to take one final trip. I was overcome by an emptiness which, while much more profound, was not entirely unlike those mornings when I was a little boy. My heart and mind returned to the memories that collectively represent a life shared well - All the sacrifices you made, and the enormous pride and

gratitude I feel for having known you. And in this reflection, I realized that you had given me one last tremendous gift.

My heart is filled with such an undeniable presence that it's clear that you're still here with us. The greatest legacy in life is love, and yours will be a source of strength and comfort for me all the days of my life. Once again, you've come home.

*David Tank* (the younger)

## **KENNETH F. TOBIASON**

Ken Tobiason, 72 years old, Beloved husband, father, grandfather and retired United Airlines Captain, "Flew West" on Wednesday, March 15, 2006 in Corona del Mar, CA.

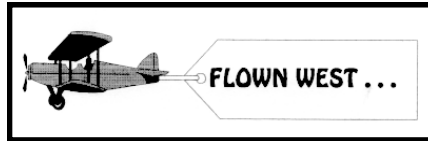
He is survived by his loving wife of 43 years, Ann, of Corona del Mar, CA, his sons: Tom and Ted; his daughter-in-law Jen; his grandchildren Katie, Wolf and Sofia; and his four brothers: Karl, Dick, Larry and Ed.

Ken was born in Boston, MA on August 26, 1933, the second of five sons. He met his bride, Ann Moore, at Ramstein AFB, Germany, while an F-100 fighter pilot in the USAF 417th TFS. He flew F-80s, F-84s, F-86s and, his beloved F-100. He was the #1 Outstanding Pilot at Fighter Weapons School (1964), a test pilot, and won several awards, including the Silver Star for Gallantry in Action, Air Medal (4 times) and various campaign medals. In Viet Nam (1966-1967) he was a commander in the "Misty Program" and a forward air controller in North Viet Nam.

He joined UAL in 1968 and flew out of LAX and SFO. He loved flying. In his spare time, he coached and played basketball, taught high school, skied, bodysurfed, fished and hunted. A renaissance man, he was a master builder (including his own home), gardener, prolific (email) writer, classical music aficionado, and student of history, literature and art.

He leaves behind family and legions of friends who will miss his bright smile, his infectious humor, his love of life, and above all: him.

A funeral and memorial service are planned for Arlington National Cemetery, April 12, 2006, 8:30 am, reception to follow immediately afterwards at nearby Ft. Myers Officer's Club



<b>WILLIAM W. BERG</b>	<b>6/02/2005</b>
<b>HENRY L. MAXWELL</b>	<b>1/11/2006</b>
<b>JERRY G. COX</b>	<b>1/20/2006</b>
<b>DAVID R. TANK</b>	<b>2/18/2006</b>
<b>KENNETH F. TOBIASON</b>	<b>3/15/2006</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 Wed. 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* - 702-558-9422 or 702-565-7175  
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736  
3rd Tue. Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691  
3rd Thu. LAX—(Even Mo.) *Hacienda* - 310-821-6207;  
3rd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908  
3rd Thu. Ohio Northcoasters—*TJ's Wooster* (Always coed.) - 440-235-7595  
3rd Thu. SEA Gooneybirds—*Airport Marriott* - 425-702-0989  
3rd Thu. So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896  
3rd Thu. TPA Sundowners—*Daddy's Grill* - 727-787-5550  
Last Thu. Hawaii Ono Nenes—*Mid Pacific Country Club*

### Bi-Monthly Scheduled Lunches

1st Wed Mar, Jul, Nov. Chicago Area—*Itasca CC* - 630-832-3002  
2nd Tue Jan, May, Sep. McHenry (ORD)—*Warsaw Inn* - 815-459-5314

### Quarterly Scheduled Lunches

3rd Wed. Jan, Apr, Jul, Oct. Washington Area—*Westwood CC* - 540-338-4574

### Semi-Annually Scheduled Lunches

March 30, 11am,---*Tucson Country Club*—520-797-3912

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**Deadline: April 19, 2006**

**Mailing: May 3, 2006**

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**PERIODICALS**

## **RUPANEWS**

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