

PCN Services – High Life *Newsletter, News, Events, Deaths, Illness Notices* and *PCN Calendar*

Large Web Community for World's Largest Airline

A merger on Aug 1, 2009 of RSP and Delta Retired Pilots Communication Network

# High Life

For all Delta people who have truly touched the *High Life!*

Dear PCN,

Group Section.....

Mark's Remarks:

## Signature section:

I published a comment from Michael Green which I appreciated, because I need the views of our group to better serve it. It involved my signature section and re-visiting comments that say something about me and me only. I am not going to publish the emails that I received save to say I appreciated every one. Running the PCN is sometimes a bit of a job, and encouraging comments really help. So thank you all for your input and comments.

As much as I would like to get political or religious, I try my very best to bite my tongue. When I do goof up it is usually because I didn't ask Barb to do some proofing. Its kind of the same thing that happens when I try to dress myself and pick out my own tie. I goof up more than I care to admit. I have to be honest, biting my tongue has not come easy with our current

government leadership. But when I keep the High Life away from politics or religion, I think it makes for a better wide spread service that tries to serve many Deltoids and their families.

+++++

### Final Flight West:

I appreciate so many of you who share the sad news of one of our Deltoids or comrades final flight west. There are many in this group that appreciate the fact that we share that news. Carol Ann Faulkner is now in charge of organizing, verifying than sharing the notices with our group. She is doing a fabulous job. David Roberts compiles the updated spreadsheet that is updated periodically. And that is a very useful aid as well. Some of the emails that were coming in were not getting to her right away, but recently I set it up so that what you send in is forwarded. I hope that our new system works better for more timely notices and again I thank Carol and you for sharing!

## News Section.....

Delta News (Recent stories of interest): [Yahoo](#), [AJC](#)

### *Why Delta Wants It All at Tokyo Haneda*

#### Ted Reed

02/19/10 - 08:29 AM EST

ATLANTA ([TheStreet](#)) -- Now it is **Delta**([DAL Quote](#)) that is playing defense in Japan.

Just months after it offered to pay \$1 billion to [squeeze American](#)([AMR Quote](#)) and the oneworld alliance nearly out of the U.S.-Japan market, Delta is trying to assure it has a competitive role in the market between U.S. and Tokyo's Haneda Airport, which in October will reopen to U.S. carriers for the first time since 1978.

On Tuesday, five U.S. carriers filed applications for Haneda service with the U.S. Department of Transportation. Four slots are available. **United**([UAUA Quote](#)) applied for one so it can serve San Francisco. **Hawaiian**([HA Quote](#)) applied for Honolulu. American sought both New York and Los Angeles. **Continental**([CAL Quote](#)) asked for Newark and Guam. Then there was Delta, which applied for all four slots, in order to serve Seattle, Detroit, Los Angeles and Honolulu.

United took a different approach than Delta. "We did some serious thinking about what we want, what would work, what would benefit consumers the most, and that is what we applied for," said Julie Oettinger, United managing director of international and regulatory affairs. "We didn't just throw mud at the wall and say, 'We want everything that sticks.' "

Read More: [http://www.thestreet.com/yahoo/story/10684737/1/why-delta-wants-it-all-at-tokyo-haneda.html?cm\\_ven=YAHOO&cm\\_cat=FREE&cm\\_ite=NA](http://www.thestreet.com/yahoo/story/10684737/1/why-delta-wants-it-all-at-tokyo-haneda.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA)

Other Airline News (Recent stories of interest):

FINANCE: CLAIMS/PBGC/HCTC/INSURANCE/PLANNING/TAX/ESTATE

Remaining financial items for retirees to watch:

After Aug 2007 these are retirement items remaining with financial consequence.

1. ~~PBGC 2nd look re-calc at qualified annuity benefits~~ - completed 8/24/07
2. ~~PBGC make up lump payment for underpayments since termination:~~ most reported received 1/31/08
3. Final claim distribution by DAL through BSI - pending (now likely in '10 according to Kight)
4. ~~Class Action suit against DAL concerning 5-yr look-back worth in excess of \$100 million -~~ withdrawn
5. Final PBGC re-calc "determination" of qualified annuity (likely after claim stock sale) - pending
6. Pension reinstatement/contribution request by DP3 representing the retired pilots. very long shot....pending
7. ~~Roth IRA creation as per Worker, Retiree, and Employer Recovery Act of 2008—deadline June 22nd, 2009~~
8. Expiration of HCTC 80% premium subsidy will expire on December 31, 2010.

**Re-Print from post on the DP3 Blog on Jan, 21, 2010**

**[What is the status of the remaining 33% \(stock\) Delta is going to give us? Is this still a valid possibility or have we written it off?](#)**

Neither we nor Delta, nor the courts can give an accurate answer to that question. Here is the web page we monitor for the latest developments in court: <http://deltadocket.com/> Follow the link to court documents and filings

There is another document, [Summary of Unsecured Claims and Share Distribution October 2009](#), that gives a good indication of what is left of the pie at this point. It is posted on the DP3 Web Site. It appears that there are only 48.7 million shares left to distribute as of last October.

At confirmation of the plan it was decided that 358.8 million shares (372.8 minus 14 million for non-contract/non-management types) would come to our class of claim holders. Of that, 135 million shares would be held in reserve to pay the full value of the 37% of filed claims still in dispute. If those claims were to be paid

at full value, then there would be nothing left for us. Delta then went on to say that they did not think those claims would be paid at 100%, and if they weren't then there would be a second distribution to us representing "as much as a third of the total number of shares we would eventually receive." However they said that there would be no guaranty of an further distribution, or what value those shares may have if and when they are distributed.

**What is at stake:**

We would not count on getting 33%, but that is only our guess.

**We are asked daily why we aren't suing Delta to distribute the shares now. Here is why:**

- 1 – Until the court cases are settled neither we, Delta, nor the bankruptcy court have any way of ascertaining how many shares will be available, and how many shares will go to each claimant.
- 2 – It is in our best interest for Delta to vigorously oppose these law suits for as long as it takes to win them. It means more stock will be available for us.
- 3 – It is very expensive to go to court. Not only would we be jeopardizing the value of the claims as described above, but we would be spending a significant part of what we hope to gain on lawyers.

+++++

*I am including this article for stock market tech analysis fans as one of interest:*

## **Revealing BAAC Supercycles: Our unique 139-year monthly database for the U.S. stock market is now available**

by Robert E. Bronson, III  
Bronson Capital Markets Research  
February 19, 2010

The Supercycle mean-reverting nature of the stock market – that is, its cyclical, extreme-to-extreme oscillation over 12- to 20-year periods – is best seen in its real total returns (returns adjusted for price inflation and dividends reinvested), as illustrated in the chart below.

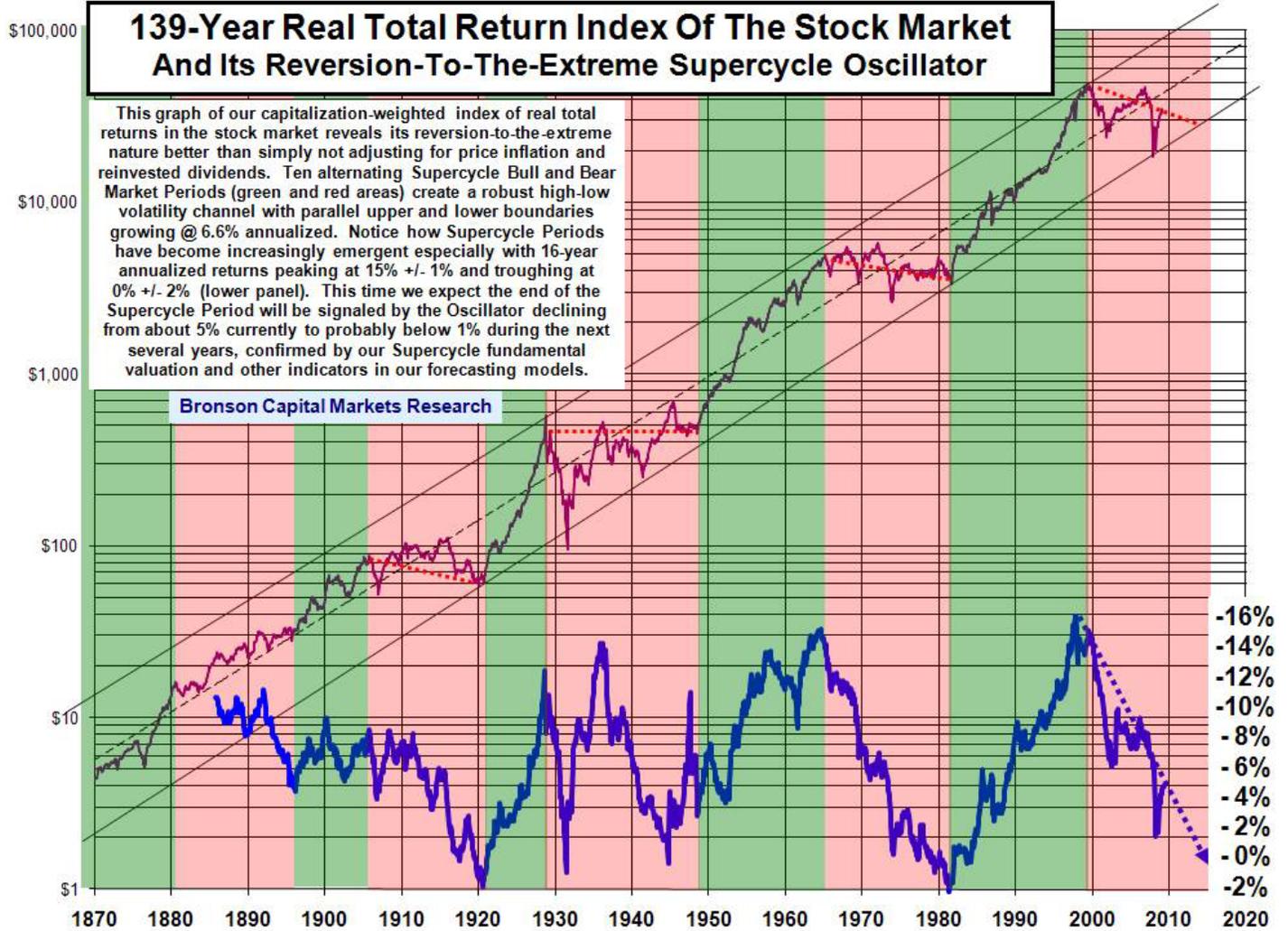
The U.S. stock market's performance over the ten alternating Bronson Asset Allocation Cycle (BAAC) Supercycle Bull and Bear Market Periods (green and red shaded areas, respectively) since 1870 creates a robust high-low volatility channel with parallel upper and lower boundaries, showing growth of 6.6% annualized over the 139-year period.

Notice how Supercycle Periods have become increasingly emergent, as seen especially in rolling 16-year annualized returns peaking rather predictably at 15% +/- 1% and troughing at 0% +/- 2% (see the lower panel of the chart), which further establishes 16 +/- 4 years as the average length of a BAAC Supercycle Period (Bull or Bear).

The stock market, using the S&P 500 index as a proxy, is currently at the same level as it was four months ago, 17 months ago and 12 years ago – that is, there are 0% gains over each of those periods, the latter of which in particular has caused the 16-year Supercycle Oscillator to be approaching its predictable 0% +/- 2% trough (see the blue dotted arrow in the lower panel).

We continue to expect that the end of the current, secular period of essentially no gain, which we fundamentally and technically quantify and identify as a deflationary BAAC Supercycle Bear Market Period, or in shortened and economic form, a Supercycle Winter (a term reserved to our work and unlike terminology used in conjunction with work by Kondratieff, Schumpeter or anyone else - see endnote 1) will be signaled by the Oscillator declining still further from its 16-year annualized return of about 5% at present to probably below 1% during the next several years. This forecast is supported by our other Supercycle fundamental valuation metrics

(such as price in relation to: various measures of corporate earnings, Tobin's Q replacement value, book value, dividends, and Warren Buffett's favorite, GDP), as well as other indicators in our forecasting models.



The monthly real total return index used in this chart is our uniquely compiled capitalization-weighted index (CWI) of all publicly-owned, exchanged-traded U.S. common stocks which, along with several important enhancements explained below, splices the S&P/Wilshire 5000 Composite Index with a database going back to 1870 that is maintained by well-known Yale professor of economics Robert Shiller:

<http://econ.yale.edu/~shiller/data.htm>.

Our CWI contains only common stocks, which currently comprise 4,330 of the more than 10,000 exchange-traded securities on the NYSE, NASDAQ and ASE. It excludes some 6,000 non-common stocks, which would otherwise constitute statistically-distorting data that are duplicative or irrelevant.

<http://www.wilshire.com/Indexes/Broad/Wilshire5000/Characteristics.html>

Shiller's database splices the Cowles Commission database from 1870 to 1926 with the high-quality, no-survivor-bias, Center for Research in Security Prices (CRSP) database, as explained here:

[http://en.wikipedia.org/wiki/Center\\_for\\_Research\\_in\\_Security\\_Prices](http://en.wikipedia.org/wiki/Center_for_Research_in_Security_Prices) While Shiller essentially smoothes data by using the average of daily closing prices during each month, thus grossly understating bull and bear markets by a huge 10 to 15 percentage points on average (see endnote 2), we prefer not to smooth and instead to track very important mean-reverting bull/bear volatility. Our CWI uses for its monthly prices each of the intra-month, cyclical bull- and bear-market high and low prices for the months in which they occurred in the 33 bull and bear markets identified in exhibit E: <http://www.financialsense.com/editorials/bronson/model.pdf>, and the month-end prices for all other months, thus capturing more of the volatility than a monthly average, and using the prices from the S&P 500 Index since December 1949 and from the S&P Wilshire 5000 Composite Index since April 2001.

Further, in order to capture as much meaningful price volatility as reasonably possible for the even earlier monthly data prior to 1950, we've replaced Shiller's monthly averaged data with Dow Jones Industrial Average intra-month cyclical, bull- and bear-market high and low prices for the months in which they occurred, going back to the Dow's first availability in 1896:

<http://www.djaverages.com/index.cfm?view=industrial&page=reports&show=performance&symbol=DJI>

All of this spliced, expanded and more refined monthly CWI data are further enhanced by presenting it as a real total return index, which reveals BAAC Supercycle Bull and Bear Market Periods, as well as normal bull and bear markets, better than more popular presentations of stock market data that do not adjust for either dividends or price inflation.

Endnote 1: We have documented our discussions with others who have used the terms K-Cycle, K-Wave or Kondratieff Wave, with Season(s), and the like, and have clearly established that we were the first to use these terms with the Season(s) nomenclature, as well as the first to quantify them economically or otherwise fundamentally (Kondratieff and Schumpeter did not) or even technically. Most importantly, we were also the first to apply these concepts – well in advance and in writing – to our long-range forecast of the entirely predictable secular bear-market period that did emerge, starting variously from the late 1990's through March 2000, depending on the metric under consideration. More than simply bragging, which is certainly more fun, these discussions were necessary to establish and defensively document our intellectual property rights on these often contested issues. We more than welcome further inquiries.

Endnote 2: For example, our CWI fully reflects the two-month 1929 Crash of 47.9%, which was the first phase of the history-making 34-month bear market decline of 89.2% from 9/3/29 through 7/8/32. These declines are understated by a whopping 26% and 48%, respectively, using Shiller's intra-month averaged data. Similarly, our CWI fully reflects the eight-week 1987 Crash of 35.9% from 8/25/87 through the morning low on 10/20/87, which followed the infamous 20.5% (close-to-close) Crash Day. That was the first part of the 14.5-week, 34.5% bear market decline that lasted through 12/4/87. By using only month-end stock market prices, not only is the extraordinary history-making volatility of the Crash Day completely missed, but also the whole bear market decline is understated by 12 percentage points. Our monthly CWI picks up all of this important volatility, resulting in a single spreadsheet column of numerical data to enable easier and more meaningful fundamental, technical and quantitative analysis without the cumbersomeness of, for example, the three times as dense high, low, close price data used in bar chart spreadsheet data.

**Insurance** (issues about health, life or disability that are of interest):

*TriCare & Seniors Message from Jean:*

Jean Marie Cinotto [jeancinotto@sbcglobal.net](mailto:jeancinotto@sbcglobal.net)

Comments - Congress voted to DELAY by two months the 21% fee reduction for Medicare and Tricare physicians.

You must be vocal and let Congress know this must be fixed, not delayed. (I often feel that we now spend more time trying to keep the people that are elected in-line than we do at our jobs. If Washington doesn't change, we need to change Washington.)

+++++

Jean Marie Cinotto

[jeancinotto@sbcglobal.net](mailto:jeancinotto@sbcglobal.net)

Comments - Three Weeks Until 21% Medicare/TRICARE Cut

Urge your legislators to act immediately to stop the 21% cut that will occur. We need to keep thousands more doctors from dropping military and Medicare patients.

<http://echo4.bluehornet.com/ct/6726863:7919019354:m:3:485948256:FD3124014A75DA84A93CDDC1ED232C00>

or <http://tinyurl.com/yfm9rq5>

Please send this message to Congress:

"Congress must act IMMEDIATELY to stop the 21% cut in Medicare/TRICARE payments to doctors now scheduled to take effect on March 1, 2010.

Fixes were planned in national health reform legislation, but can't wait while politicians figure out what to do with that massive, troubled package.

Unless Congress acts now, millions of seniors and military beneficiaries risk having their doctors stop seeing them, and thousands of stroke/accident victims will start bumping against the therapy cap.

ACT NOW to reverse the 21% payment cut and preserve essential health care access for millions of seniors and military families.

Sincerely,"

Pension:

*More info following:*

## **The Impact of the Making Work Pay Credit of the American Recovery and Reinvestment Act of 2009 on Federal Income Tax Withholding**

February 17, 2010

This information is for pre-merger Delta and Northwest individuals receiving pension payments in 2009 and 2010. Delta is providing this information so that you are aware of the possible tax impact of the Making Work Pay Credit contained within the American Recovery and Reinvestment Act of 2009 (ARRA).

This information should not be considered legal or tax advice. Delta does not provide legal or tax advice and you may wish to consult an attorney or tax advisor regarding your specific situation.

## **What is the Making Work Pay Credit?**

The Making Work Pay Credit is part of the ARRA that was signed into law in 2009 to help jump-start the economy. It is a refundable credit against federal income tax on "earned income" for eligible taxpayers. If eligible, a credit reduces income tax that you would otherwise owe, and the credit is generally claimed at the time you file your tax return. For some credits, taxpayers may not receive the benefit of the credit until a tax return is filed (or even later when a refund is received). However, in an effort to increase spending and stimulate the economy, the Making Work Pay credit was effectively made available to taxpayers prior to claiming the credit on a tax return. This was accomplished by the IRS instructing employers (through new withholding tables) to decrease federal income tax withholding on payments throughout the year, which increased take-home pay for many taxpayers.

## **How Does the ARRA Affect Pension Participants?**

The credit can only be claimed against income tax on "earned income" and as defined by the IRS, pension payments do not qualify as earned income. Therefore, pensioners do not qualify for the credit, unless they receive earned income from another source. However, withholding tables published by the IRS for implementing the Making Work Pay Credit, which were followed by Delta (and other employers), also applied to pension payments. These instructions from the IRS created the potential for some taxpayers to have their taxes under-withheld at the end of the year because they were not eligible for some or all of the credit upon filing their tax return. This issue is not unique to Delta. In a report published by the Treasury Inspector General for Tax Administration and dated November 4, 2009, it was estimated that implementation of the credit may negatively affect more than 15.4 million taxpayers.

## **Do I need to do anything?**

The Making Work Pay Credit applies in 2010, and the withholding tables applied by Delta in 2009 will continue to be applied in 2010. If you believe your current withholding is not appropriate for your personal situation, you can adjust your withholding by filing Form W-4P, Withholding Certificate for Pension or Annuity Payments.

## **What if I have questions?**

If you have questions about your tax statements or how to update your Federal Tax information, contact the Employee Service Center (ESC) at 1-800-MY DELTA (1-800-693-3582), Monday - Friday, 8 a.m. - 5 p.m., except holidays.

## **To speak with an ESC representative for pay related questions:**

1. Press option 2
2. Enter your 9-digit Delta Passport ID (Delta employee number) and press #
3. Enter your Pass Travel Eligibility Date (e.g., 120594 for December 5, 1994) and press #
4. Press option 4 for payroll questions

See Also:

[The Impact of the Making Work Pay Credit of the American Recovery and Reinvestment Act of 2009 on Federal Income Tax Withholding - print version](#)

+++++

**From:** [Yorkieatl@aol.com](mailto:Yorkieatl@aol.com)

**Date:** 2/19/2010 2:32:26 PM

**To:** [Yorkieatl@aol.com](mailto:Yorkieatl@aol.com)

**Subject:** Fwd: Making Work Pay Tax Credit

To all Delta retirees:

We have received some additional information regarding the IRS withholding tax issue and wanted to share it with you. By the way, we also shared this information with Delta which they included in their e-mail to the Delta retirees today. You can find their response on the DeltaNet web site under Retiree Connection.

There are a few items we want to make sure you understand. The DALRC is not offering tax advice or legal advice as we do not have the expertise to do so. We are simply providing information which we hope will help our retirees understand and respond to this issue.

- The Making Work Pay credit of the American Recovery and Reinvestment Act of 2009 effects the tax withholding tables for 2009 and 2010
- This is not an issue caused by Delta but rather an IRS issue with the withholding tax tables provided to businesses country wide.
- The IRS web site has additional information on this issue including some on waiving of penalties. Go to: <http://www.irs.gov/newsroom/article/0,,id=204447,00.html> to see this information.
- As long as you file your 2009 tax return and pay your taxes, if any, by April 15, 2010, you should not incur any penalties. Please contact your tax preparer for information on your specific situation.
- To avoid underestimated withholding taxes for 2010 you may need to change your withholding with Delta. Please go to the DeltaNet web site and then to the Retiree Connection to see the steps you need to take to make these changes. Your tax preparer can help you with the proper amount to withhold.

We believe it is important for us as retirees to continue to press this issue with our legislators by using our CAPWIZ application on our web site. We have retirees who will owe additional taxes due to under withholding in 2009. Coming up with additional sums of money by April 15 will place a hardship on many people living on a fixed income. The IRS needs to step up to the plate and provide a payment plan with no interest for retirees negatively impacted by their error. The only way to force the issue is by having our legislators intervene with the IRS on our behalf. The way to make that happen is to have retirees flood their legislators with emails, letters and phone calls asking for help and holding their legislators accountable for pursuing a workable solution.

Below is a response to board member Sandy Rollins from one of the Florida Senators:

Dear Mrs. Rollins:

Thank you for sharing your views regarding tax withholdings. I appreciate hearing from you and would like to respond to your concerns.

As you know, the Making Work Pay tax credit was implemented using new income tax withholding tables. However, the changes to the withholding tables did not take into account the dependents who receive wages, single taxpayers with more than one job, and joint filers where one or both spouses have more than one job or both spouses work.

It is incumbent upon the Internal Revenue Service (IRS) to help the estimated 15.4 million U.S. taxpayers understand their options when faced with tax withholding problems. These problems were created by the IRS's implementation of the administration's \$400 per person tax credit. I believe that the IRS failed to

take into account all the necessary facts when they implemented this tax credit. I also believe that they need to go back and fix the problem, and then help taxpayers understand they might have a larger tax liability than expected. By implementing the tax credit the way they did, the IRS withheld a lower amount from each taxpayer's paycheck, thus increasing the potential for certain individuals to receive lower than expected tax refunds during tax filing season, or worse, a larger than expected tax liability bill.

The IRS has a duty to the American people to fix this withholding issue and to educate taxpayers of the potential impact because of this error. In our economic climate, I understand that tax relief is important to Floridians, and I am committed to continue working with my colleagues on this issue.

It is an honor and privilege to serve the people of the great State of Florida in the United States Senate. I take great pride in being a native Floridian, and I look forward to the tremendous opportunity to better the lives of all Floridians. I assure you I will work hard to represent our state to the best of my ability in the U.S. Senate. If I can be of any help to you, please do not hesitate to contact me.

Very truly yours,

George S. LeMieux  
United States Senator

If you have not already done so, please go to the DALRC web page and the Call to Action section and send a message to your legislators regarding this issue. We have provided a response you can use or feel free to modify it to your specific use.

If you have already contacted your legislators, but have not received a response, please contact them again using CAPWIZ and modifying the response we provided, or you used, by inserting additional language like: "This is my second message to you regarding this issue and I respectfully request a response". You could also include something like: "We know Senator George S. LeMieux has responded to some of our friends in Florida stating that the IRS owes it to the American people to fix this withholding issue and I want to know your feelings on this matter".

The DALRC board will continue to work hard on issues affecting our retiree community and hope this information and opportunity to act is helpful to you.

Best regards,  
The DALRC Board

+++++

**Subject:** Fwd: Retiree Reduced Fed Tax Withholding Article

Hi Paul,

FYI – An article regarding the reduction in federal tax withholding for pension payments has been posted on both retiree sites. And the DALRC has already received a copy of this communication.

Please refer individuals with questions to this article or to the Employee Service Center for information.

Thanks,

It's published on both sites. On Retiree & Survivor Connection, it is in the News portlet.

<http://dlnet.delta.com/portal/ret/Pages/Retiree+&+Survivor+Connection>

On the old Retiree Connection site?

<http://www.dlretiree.info/index.htm>

## Commercial Section.....

Investment (Legitimate firms that have helped our group are encouraged to contact PCN to add articles here):

Section reserved for future content.

Travel & Non-Revving (share a quick reco):

## Life Section...

Misc Posts:

Marc Sharp

ROTH IRA conversion info:

I quote from Fidelity Brokerage Services LLC!!

My question was- --

At 73 years old and having an IRA and ROTH with Fidelity for over 5 years, Are the investment gains on the conversion money deposited from my IRA into the ROTH, free from the 5 year hold and can it be withdrawn at any time without penalty? I understand that taxes must be paid over the next two years on the IRA conversion money withdrawn and deposited into my ROTH.

Answer from Fidelity, I quote:

" Since you have held the Roth IRA account for longer than 5 years, and you are over 70 1/2, you will be able to withdraw any of the assets from the Roth IRA at any time tax and penalty free. This also includes new assets that you convert over into the Roth IRA account or any gains on the conversion. The 10% penalty for

withdrawing the converted assets within 5 years of the conversion does not apply to you since you are over 59 1/2. You will also be able to withdraw those assets immediately after initiating the conversion."

Marc Sharp

+++++

Bob Morrison

Email [morrisonrj@earthlink.net](mailto:morrisonrj@earthlink.net)

Issue Area Pension

Comments

Mark,

I must agree with you. The "Top 10 Roth IRA myths" is misleading for most people. Should you or should you not convert? If one was to do the math on whether to convert to a Roth or not, the 800 pound gorilla is your assumed tax bracket at the time of withdrawal, versus your actual bracket at the time of conversion (now). It is not the few extra bucks you might save one way or the other.

Yes you can normally make a little more (all things being equal) in a Roth when you convert now and pay the taxes with cash from outside the Traditional IRA. BUT if your tax bracket assumptions at withdrawal change by just 3% this will overwhelm any potential Conversion gains. Focus on your tax brackets.

For most people in retirement doing the Roth conversion now makes sense (as long as you have the cash to pay the taxes):

1) if you want to reduce mandatory distributions at age 70 1/2 or 2) if you are fairly confident your tax bracket (state and federal) is lower now (include the transfer in your income) than it will be at withdrawal time.

With a 14 TRILLION dollar deficit the risk is of course, not lower taxes, but higher taxes over time. If you expect higher taxes around your withdrawal date, making the conversion now might make sense. Remember however, if you convert say \$150,000 now, that will push most into the 35% brackets now. Avoid all the noise, tax bracket planning here is everything.

For most, simple is better, especially when dealing with an uncertain future. Following the two simple rules above will keep 90% of retirees on track vis a vis Roth conversions. Of course, you can measure it with a micrometer, mark it with a grease pencil, and cut it with an ax if you prefer.

Regards,  
Bob Morrison

Please consult a tax professional before acting on any advice as every person's tax and financial situation is different.

+++++

*Can someone help Capt David out?*

**From:** [dwskjerven@aol.com](mailto:dwskjerven@aol.com)

**Date:** 2/16/2010 2:17:14 PM

**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**Subject:** Fwd: ORD DC-9 Layover, 3rd Thursday

Hi Mark, Don't know if I am reading the attached e-mail correctly or not but if I am, it **sounds like the Northwest retirees get to keep their seniority for nonreviving!!!!** Did the pilots who faithfully worked for Delta only to lose all their retirement

and medical get shafted again on nonreving? If so that needs to be changed and changed right now!!!! David W. Skjerven

-----Original Message-----

From: Charles Cannon <redcannon51@yahoo.com>

To: dwskjerven@aol.com

Sent: Tue, Feb 16, 2010 8:57 am

Subject: Re: ORD DC-9 Layover, 3rd Thursday

Dave

I guess the norev thing is on of the reasons that I still work. I went to NW April 14 2008 as an Aircrew Training Instructor on the DC-9 (yes the same day the merger was announced). At least I am an active employee. By the way, NWA retirees kept their seniority dates, they did not drop to the next lower category. Another class of shaftees!

I'll be going over to DGS to do full flight sims when Delta gets the distance learning program up and running, then I get another new hire date as a contract employee!!

Life goes on. I hope to make it over to DC-9 Layover on of these days!

Chuck

**Chuck Cannon**

4073 Evermoor Parkway

Rosemount, MN 55068

435-640-3804

---

**From:** "[dwskjerven@aol.com](mailto:dwskjerven@aol.com)" <[dwskjerven@aol.com](mailto:dwskjerven@aol.com)>

**Subject:** ORD DC-9 Layover, 3rd Thursday

I'm not too sure just what day it is because we just spent 3 days at the MSP airport trying to nonrev as a retired Delta pilot which the company makes about \$5000 a month off of but give us NOTHING especially when it comes to flying on a Delta airplane. Anyway, I think this Thursday is the 3rd Thursday on the month and time to see if you can still layover like in the DC-9 days. Days of cheap beer and good pizza and great war stories. So as usual, Nick's Pizza and Pub there in Crystal Lake at 19:00 this Thursday. Don't know if I'll be there because as a retired pilot which Delta makes \$5000 a month from, I don't think Delta will give us a seat home. David W. Skjerven

Human Interest:

Good Read (Good book recommendation & [Community Author's](#) blurbs):

Event Announcements (Click here for [PCN Org & Groups Page](#)): to post [pcn.calendar@gmail.com](mailto:pcn.calendar@gmail.com)

Good Deal/Bad Deal (Share a quick good deal or bad deal you have found – no commercials here!)

Hangar Flying (Share a bit of ole hangar flying with the net) :

**From:** [George Chaudoin](#)

**Date:** 2/16/2010 4:10:20 PM

**Subject:** Hope this is True

Published: February 15, 2010 08:30 am

GAMI formulates unleaded piston-engine aircraft fuel Justin Lofton Staff Writer Ada — George Braly and Tim Roehl may have solved a problem that's been plaguing the aircraft industry and the Environmental Protection Agency for years. Braly and Roehl, owners of General Aviation Modifications, Inc. at Ada Municipal Airport, say they have formulated an unleaded piston-engine-aircraft fuel that may revolutionize the industry because it produces the same octane rating as leaded fuel.

“We have one of the finest test facilities in the country for being able to evaluate the octane performance of various fuels,” Roehl said. In November 2007, Friends of the Earth — an international network of environmental organizations — petitioned EPA in attempt to get "avgas," a high lead fuel regulated. Roehl said due to a court case with Friends of the Earth the EPA must finally force a removal of lead from avgas.

“Having been familiar with a lot of the formulations that have been tried in the past, we decided to formulate our own fuel,” Roehl said. “After about a month of testing, we feel confident that we have, in fact, come up with a fully 100 Motor Octane Number unleaded avgas fuel that meets essentially all of the requirements that avgas will need to meet.”

The new fuel is called G100UL. Roehl said they have filed for a patent and have applied for certification with the FAA. He said representatives with the FAA, The Aviation Consumer magazine, and General Aircraft Manufacturers Association have come to Ada to look at the fuel they've developed.

No ingredients in their formula should drive the cost of avgas up significantly, Roehl said.

“Our goal here is to preserve the opportunity for today's aircraft engines to not only maintain existing aircraft performance levels but also to be able to raise those performance levels and improve the efficiency of those engines on a new unleaded high-octane fuel,” he said.

Roehl said the fuel has been tested in their testing facility, as well as in one of their airplanes. After more testing, he and Braly hope the formula can be licensed to world-wide avgas producers.

“We hope this fuel can be adopted as a replacement for 100LL and should serve to help the environment while maintaining the performance of our aircraft today,” Roehl said.

“For 15 years since the lead was removed from automobile gas, the EPA has given an extension to the general aviation industry to allow them to continue to try to find some additive to try to replace tetra-ethyl lead which would allow for the removal of lead and yet the retention of the 100 octane rating of the fuel.” Roehl said no

substitute could be found that provided the same octane rating.

Roehl said there are approximately 200,000 airplanes currently flying in the world with piston aircraft engines—typically smaller single and twin engine airplanes. The standard fuel for these engines is called avgas, also known as 100LL (Low Lead). Roehl said tetra-ethyl lead is a major ingredient in the fuel.

“It’s the last remaining leaded fuel allowed by the EPA,” he said. “As airplanes and engines are certified by the FAA (Federal Aviation Administration), the engines’ horsepower and performance is based upon the octane rating of the fuel. If you decrease the octane rating of the fuel, the engines cannot make the rated horsepower and the engines and the airframes in combination can’t perform according to their certification basis.”

Roehl said they’ve tested several unleaded fuels others have formulated to try and solve this problem.

Blue Side Up  
George

+++++

**From:** [Ken Fields](#)  
**Date:** 2/14/2010 3:54:06 PM  
**To:** [PCN Dir](#)  
**Subject:** FW: The Long Way Home-The Pacific Clipper.

**Subject:** The Long Way Home-The Pacific Clipper.

[YouTube - The Long Way Home-The Pacific Clipper.m4v](#)

|   |
|---|
| Humor/Sobering or Fun (Share some “vulgarity free” humor with the net): |
|---|

*Thanks Darrell:*

Two hillbillies walk into a restaurant. While having a bite to eat, they talk about their moonshine operation.

Suddenly, a woman at a nearby table, who is eating a sandwich, begins to cough. After a minute or so, it becomes apparent that she is in real distress. One of the hillbillies looks at her and says, 'Kin ya swallar?'

The woman shakes her head no.

Then he asks, 'Kin ya breathe?'

The woman begins to turn blue and shakes her head no.

The hillbilly walks over to the woman, lifts up her dress, yanks down her drawers and quickly gives her right butt cheek a lick with his tongue.

The woman is so shocked that she has a violent spasm and the obstruction flies out of her mouth. As she begins to breathe again, the Hillbilly walks slowly back to his table..

His partner says, 'Ya know, I'd heerd of that there 'Hind Lick Maneuver' but I ain' t niver seed nobody do it!'

---

## Mark

Mark Sztanyo, PCN Dir

[Pilot Communication Net](#)

[Contact the Net](#)

*Life on earth will soon be past, only what 's done for Christ will last!*

Serving the Delta community, and pilots (active and retired) and their families, *including original Delta, and former: Northeast, Pan-Am, Western, NWA, Republic, North-Central, Southern Airways, Hughes- Airwest, and all the Delta Connection carriers.*

=====  
**Delta Pilots Pension Preservation Organization - <http://www.dp3.org>**  
Delta Museum & Fly-in information - <http://www.deltamuseum.org>  
Delta Pioneers - <http://www.deltapioneersinc.com/>  
Delta Golden Wings - <http://www.deltagoldenwings.com/>  
Delta Retiree Connection - <http://www.dlretiree.info>  
Delta Retirement Committee - <http://www.dalrc.org/>  
DAL Pilots DDPSA - <http://www.ddpsa.com/>  
Delta Extra Net Portal - <http://dlnet.delta.com/>

To assure receiving the High Life set spam filters to accept from @pilotcommunication.net.

To [Unsubscribe](#) simply click and send with unsubscribe in subject line and please help the PCN improve by adding a reason.