

PCN Services – High Life Newsletter, News, Events, Deaths, Illness Notices and PCN Calendar. Note: Notices from major sections are distributed by separate email address to allow our subscribers the ability to customize and block notices not desired.

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:

*Where is the economy headed? For some time we have all experienced the "correction." Well, there are pundits who state that the market's fundamentals all point to a short term bull and a bottoming of this current correction. I am not so sure. In fact even if there is a short term bull the longer term issues are huge. Consumers are in hiding, unemployment is high with little correction in sight, and sovereign governments are running excessive debt. Credit risk had now morphed into currency risk with the Euro first on the high alert watch with the dollar close behind. In these tough times it is more like a full time job just trying to hold onto our retirement nest-eggs. When you negate one investment risk, up crops another. Tough days to be an investor. Steady as she goes!*

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*Barb and I are going to Austria later this month for close to 3 weeks for a short term mission trip. I hope to be able continue the High Life but hold out the possibility of a 3 week hiatus.*

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**Now over 250 users for the Free and useful PCN browser toolbar.**

**TOOLBAR for IE: Because it took me some effort to create, I will run this for a few issues until you give it a look see. You will like it! Mark**

**From:** [CWoods5690@aol.com](mailto:CWoods5690@aol.com)

**Date:** 4/8/2010 1:10:47 PM

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

**Subject:** Toolbar

Mark,

Your toolbar is fantastic thanks for sharing it with us. Chuck Woods

[Click here](#) or on the toolbar image to download and install PCN's new toolbar. Yeah, I know you're skeptical. I was too, until I saw what it can do without any real drawbacks.

*This is Great! Install a ton of useful links right at your fingertips!*



Can constantly add new features and be revised and upgraded. (Works with IE).

Tip: During installation pay attention to couple of questions it asks you to check. If you have a toolbar you do not want R-Click on the grey top and de-select ones you do not want.

News Section.....

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

Friday, June 4, 2010, 2:02pm CDT

## Delta Air Lines traffic up nearly 3%

Birmingham Business Journal

**Delta Air Lines Inc.**, the second largest carrier at Birmingham-Shuttlesworth International Airport, reported an increase in total traffic for May.

Atlanta-based Delta (NYSE: DAL) said its system traffic was up 2.7 percent in May as it had a 0.6 percent rise in capacity. Load factor, or how full its planes were, was up 1.6 points to 83.9 percent.

Domestic traffic increased 0.3 percent and international traffic fell 6.7 percent.

Delta flew 13,793,488 passengers, up 0.5 percent from May 2009.

Last year, Delta served more than 500,000 passengers at Birmingham-Shuttlesworth International Airport.

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## **Delta Expanding Asian Gateway at Seattle**

***Flights connecting Seattle to Beijing and Osaka begin today, Monday***

**Press Release Source:** Delta Air Lines On Friday June 4, 2010, 2:30 pm EDT

SEATTLE, June 4 /PRNewswire-FirstCall/ -- Delta Air Lines (NYSE:[DAL](#) - [News](#)) today begins nonstop flights from Seattle to Beijing and beginning Monday from Seattle to Osaka, Japan. The new routes continue Delta's development of Seattle as its primary West Coast gateway to Asia.

"Delta's development of Seattle as a gateway to Asia continues to create opportunities for economic development and tourism across the Pacific Northwest," said Steve Sear, Delta's vice president – Global Sales. "Customers from across the United States and Asia enjoy convenient connections to and from more than 70 nonstop destinations at Seattle through Delta and our codeshare partner Alaska Airlines' hub."

Read More: <http://finance.yahoo.com/news/Delta-Expanding-Asian-Gateway-prnews-4102897271.html?x=0&.v=1>

[Other Airline News](#) (Recent stories of interest):

***Editor: Ahh, mergers! UsAir probably needs another one!***

## **Appeals court rules for US Airways pilot union**

***Federal appeals court rules for US Airways pilot union in dispute with America West pilots***

Joshua Freed, AP Airlines Writer, On Friday June 4, 2010, 6:32 pm EDT

The pilot's union at US Airways won a legal fight on Friday in its dispute with members who came from the old America West when the two airlines combined in 2005.

The issue has been whether the union would have to follow an arbitrator's award on seniority that was seen as favoring the America West pilots. Six of those America West pilots had sued, saying the pilot's union was harming them by not following the arbitrator's decision. Last year a federal judge in Phoenix agreed.

But on Friday, a three-judge panel of the 9th U.S. Circuit Court of Appeals said it's too soon to say that the union has harmed the America West pilots, and it ordered the case dismissed.

For them to make a claim, a new contract ignoring the arbitrator's award would have to be ratified, two of the judges ruled. Until that happens it's just speculation to say the America West pilots will be harmed by the union's plans, the majority opinion said. Even if the union doesn't follow the arbitrator's decision, the contract it negotiates with the company might not be as bad as the America West pilots fear, the judges wrote.

Read More: <http://finance.yahoo.com/news/Appeals-court-rules-for-US-apf-1981990643.html?x=0&.v=3>

## Finance Section (section containing items with financial consequence to our group):

### 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 '11 according to Kight)**
4. ~~Class Action suit against DAL concerning 5-yr look-back worth in excess of \$100 million -~~  
**withdrawn**
5. Final Benefit Determination Letters (BDL's) PBGC re-calc "determination" of qualified annuity (likely after claim stock sale) – **pending (only 45 days to appeal)**
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. Back to 65%.

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

*This is the fourth in a series of brief articles by Ev Gost, Retired 767 Capt LAX and Vice Chairman of the Delta Disabled Pilots and Survivors Association (DDPSA). Although the information contained herein is believed to be accurate, no warranties are made or implied as to the accuracy of such information.*

## **Understanding the Variable Benefit in the Delta Pilots Disability and Survivorship (D&S) Plan**

Every year when adjustments are made to the variable portion of D&S Plan benefits (disability and survivor benefits), I receive telephone calls and email messages questioning the accuracy of the adjustment. This article will provide information about the variable benefit.

When the Delta Pilots Retirement Plan and the D&S Plan were established in 1972, both plans included a variable benefit feature on one-half of the benefit. The lump sum option that eventually was incorporated into the Delta Pilots Retirement Plan was based upon the variable portion. When a pilot elected the lump sum distribution, his remaining retirement annuity was the fixed portion. If a pilot elected an annuity on the entire retirement benefit, variable adjustments still were applicable. Termination of the DPRP eliminated future variable adjustments in retirement benefits; however, the variable benefit remained in tact for disability and survivorship benefits under the D&S Plan.

The variable feature in the D&S Plan Survivors' Benefit may be significant for eligible survivors of normally retired pilots because the initial variable index is based upon the pilot's date of retirement. There can be a sizable increase in the variable index between the date of retirement and the date of death.

### **How is the variable benefit calculated?**

The variable portion is converted to benefit units by dividing the dollar value of the variable portion by the benefit unit value as of the date of retirement or the date that the payment of benefits commence under the plan, whichever comes first. Benefit unit values are determined each year on April 1<sup>st</sup>. The benefit unit value is multiplied by the number of benefit units to determine the Variable Benefit. Accordingly, the variable portion of D&S Plan benefits may increase each year on April 1<sup>st</sup> depending upon the investment performance of the assets in the D&S Trust; however, the Variable Benefit can never decrease below one-half of the initial benefit.

The formula for determining the magnitude of variable increases uses a 5 year weighted average of actual investment performance minus 6.5%. The investment performance in the most recent calendar year is counted 5 times; the yield in the previous year, 4 times; the yield 2 years previously, 3 times; the yield 3 years previously, 2 times; and the yield 4 years previously, 1 time. The sum of this calculation is divided by 15 to produce a weighted average of the investment performance. The weighted average of investment performance is reduced by 6.5% to produce the annual change in the benefit unit value.

Historical values of the variable benefit unit value can be found on the DDPSA website at [www.ddpsa.com](http://www.ddpsa.com) . Click on **SURVIVOR**, then click on **BENEFIT WORKSHEET** and scroll down to **TABLE FOR VARIABLE BENEFIT VALUES**.

## Pension:

*From:* [George Chaudoin](#)

*Date:* 6/3/2010 8:33:58 AM

*Subject:* A scheme for taxpayers to cover mismanaged multi-employer plans.

Here we go again. I've underlined a few sentences that are more relevant to those of us who retired from Delta. ALPA did so. Our D&S Plan is being depleted & Delta will only supplement it per the court settlement. The PBGC just gets more & more debt obligations piled on. Read 'em & weep!  
Bruce

### REVIEW & OUTLOOK

JUNE 1, 2010

The Union Pension Bailout

A scheme for taxpayers to cover mismanaged multi-employer plans.

Feeling tapped out after stimulus, ObamaCare and everything else? Senator Bob Casey has one more deal for you. If the Pennsylvania Democrat gets his way, U.S. taxpayers will also pick up the astonishing tab for poorly managed union pension plans.

Mr. Casey is gathering support for his curiously named "Create Jobs and Save Benefits Act," a bailout for union-run retirement plans. Similar to House legislation from North Dakota Democrat Earl Pomeroy and Ohio Republican Patrick Tiberi, the bill would transfer tens of billions of dollars worth of retiree liabilities to the Pension Benefit Guaranty Corporation, i.e., to taxpayers.

At issue are multi-employer pension plans, in which companies across an industry pay into a single pension pool. The plans are predominately run by unions and for years have distinguished themselves by poor management. The Labor Department in 2008 listed 230 multi-employer plans that were either endangered (less than 80% funded), or critical (less than 65% funded), or that had applied to government for funding relief. By 2009 that number had soared to 640.

The financial crash is partly to blame, but even before 2006 only about 6% of multi-employer plans were fully funded, compared to about 31% of single-employer plans. The real problem is that multi-employer plans have become a sort of pension Ponzi scheme.

Unions love multi-employer plans because they let workers keep their retirement benefits even if they switch jobs to another participating company. This encourages lifelong union membership. Unions are less enthusiastic about paying the bills. The negotiating priority of union leaders is to get hefty wage increases and benefits for current workers, leaving the scraps to the pensions of retirees who no longer vote in union elections.

When a company in an industry goes out of business, meanwhile, the remaining firms are still on the hook for all costs of the multi-employer plan. This explains why the trucking industry is backing Mr. Casey's bill, and why Mr. Casey announced his legislation at a Pennsylvania facility of YRC Worldwide, a Kansas trucking outfit. Someone has to pay for years of the industry agreeing to Teamster demands.

Mr. Casey's bill would cordon off "orphaned" pensions—those for which an employer has stopped contributing or withdrawn from a multi-employer fund—and put them into a separate account. Surviving companies would pay benefits to these orphans for five years, after which they'd get kicked to the PBGC, which would shoulder the benefits until the last retiree or beneficiary dies. The remaining multi-employer plan would be back in the black, free to start the negative-feedback loop of underpayments and overpromises again.

All of this is a raw deal for union pensioners who worked a lifetime in expectation of certain benefits. The PBGC's current maximum payment to any plan participant is \$12,800 a year. Mr. Casey's bill raises that to \$21,000 year, still only a fraction of existing pension promises.

Not that the PBGC has the cash to pay more. **The agency's deficit was \$21 billion** as of last September, and it is expected to rise to an estimated \$34 billion by 2019. Mr. Casey is claiming his multi-employer-bailout scheme will cost a mere \$8 billion, but Moody's estimated last year that **multi-employer plans were \$165 billion underfunded.**

The tab is likely to be much higher given the moral hazard Mr. Casey would create. As Hudson Institute economist Diana Furchtgott-Roth notes, the bill creates "a vicious circle. Once PGBC took over some plans, other employers would want to declare bankruptcy, unload plans on the PGBC, and reorganize under another name. The incentives to do this would be enormous."

In 2006 Congress passed the Pension Protection Act to prod companies and unions to shape up their pension plans, whether by lowering benefits, increasing contributions from employers and workers, or even raising retirement ages. The fact that many unions and companies have refused to use these tools does not make their mistake the obligation of U.S. taxpayers. If unions really cared about protecting retirees, they'd ditch defined-benefit plans and adopt 401(k) plans that give workers control over their retirement assets.

Union chiefs prefer the power that comes with managing huge pension investments—even if they're failing. They are now counting on Mr. Casey to preserve their power by making taxpayers pick up the tab for years of pension mismanagement. With the union priority of "card check" stalled, word is that the Casey bailout is Big Labor's consolation prize. Taxpayers should let Congress know they don't want to pay.

Blue Side Up  
George

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## 2010 DP3 Trustee Election Results

June 2, 2010

The 2010 DP3 Board of Trustee election is complete, and the results have been certified by the Board of Trustees. The three candidates elected to the DP3 Board for three-year terms starting July 1, 2010, are:

- Will Buergey
- Tom Seever
- Rhea Nichols

Both Will and Tom ran for re-election; Rhea Nichols will be new to the Board and replaces outgoing member Jeff Pickett. Congratulations to the winners and thanks to those members who threw their name in the hat and were willing to serve on the Board of Trustees. We'd also like to thank those Honor Roll members who participated in the election process.

The coming weeks and months will be pivotal for retired Delta pilots now that the PBGC has begun issuing final Benefit Determination Letters (BDLs). DP3 has retained an experienced and highly qualified legal team to help us appeal the PBGC's calculations, wherever it is reasonable to do so. Our goal is to ensure we receive the pension we've earned and

deserve. If you're not a DP3 Honor Roll member, there's still time to join. We'll only represent Honor Roll members in our consolidated appeal to the PBGC. Detailed instructions on how to join the consolidated appeal are on the Members' Only portion of our web site, which you can reach by clicking the link directly to the left.

On behalf of the Board of Trustees and our membership, I want to pass along my sincere appreciation to outgoing DP3 Trustee Jeff Pickett. Like all trustees, Jeff has volunteered countless hours to DP3. His dedication and hard work are evident in our preparedness to challenge the PBGC's benefit calculations and our efforts to establish a Voluntary Employee Benefit Association (VEBA) health plan to retirees.

Thank you for your continued support.  
Will Buergey  
Chairman, DP3

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To PCN subscribers these links are "hot" and will take you directly to the DP3 resource page or checklist for filing an appeal concerning your PBGC benefits.

Click for [PBGC Appeals Resource Page](#)

*Or*

[Appeal Checklist](#)

*DP3 (login required)*

Click to appeal your PBGC benefit

(Note: Must know your DP3 assigned passwords which cannot be shared in our newsletter!)

**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:

Dick Cutter

Email [dscutter@copper.net](mailto:dscutter@copper.net)

Issue Area Insurance

Comments Does anyone know the date that Delta dropped the Retirees from United Health Care?

*Editor: Can someone help Capt. Cutter?*

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From: Capt767er@aol.com

Sent: 6/2/2010 12:35:11 P.M. Eastern Daylight Time

Subj: Fwd: CorpNews/Delta Unions 02June2010

I am referencing an article in today's WSJ on the issue of voting for unions this summer on Delta property.

<http://www.legacy.com/gb2/default.aspx?bookID=4428239368077&page=7>

For Mike Esterl: Mr. Esterl please read the comments regarding Captain Joe Mangum who was the individual primarily responsible for screening pilot new hires at Delta in the Vietnam era. This will put my comments in the context of someone who flew for Delta for over 30 years and lost 90% of his pension from Delta. The enormous respect expressed by those who contributed to this obit for Captain Mangum speaks for itself.

Regardless of who wins the union struggle at the "New" Delta costs will rise. Delta management actually previous Northwest management must continue to convince "original" Delta employees that it remains in their interest to not join unions and the "new" Delta employees that current management is not a wolf in sheep's clothing.

They may in fact buy off enough of both groups to block unions this time around.

One could reasonably assume that costs will rise at least 50% of that predicted for full unionization. Money is not the entire issue. Trust will be or should be a major factor. The "trust" factor has long been a serious issue at Northwest which has a long history of labor issues in every work group. Even the merging of the pilot groups both represented by ALPA must consider seniority lists with the former NW crews holding senior positions on the 747 aircraft which Delta consistently refused to operate except for a brief period with a Pan American interchange. NW pilots did not lose their pension program in their bankruptcy while Delta pilots did. It will be most interesting to see how that issue is resolved. Unions can be "cooperative" with management as the Delta pilot group was for the entire 30 years I was on the property or strike several times as NW pilots did during the same period of time. In the end the individuals who initially established Delta's reputation for paternal relations with employees were long gone and the "trust" that Delta's pilots had for the Delta family was betrayed. You might say it was a family where the children were abused and disinherited.

Mr. Tweed's (Delta Flight Attendant) comment that no one is guaranteed a job is correct. However, in the long run it seems management is always guaranteed their money one way or the other. That is the lesson of history and as we know those who ignore the lessons of history are doomed to repeat it.

RC (Rick) Bauer  
Fleming Island, Florida  
904-962-7235

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**From:** [Vic Riley](#)

**Date:** 6/1/2010 3:08:32 PM

**To:** [Mark Sztanyo](#)  
**Subject:** FEEDBACK

Mark, I have a small mailing list of 224 pilots, mostly IAH based. When I sent out Julian's info on DP3, I received a backlash of anti Delta and anti ALPA vitriol from a couple of members. Do you get this sort of responses? It makes me question whether I should bother mail outs. VIC

*Vic,  
Thanks for the question. I asked the same type of questions from time to time to my mentors. You know, you cannot and never will please all of the pilots. By nature we are an infamous group for being complainers and grumps. Myself included. I do what I do, not because I don't expect a few sideways comments from time to time, but because I believe it to be a service. And the only way I know how to do it is to send out items that I may have an interest in. If that doesn't float some of the subscriber's boats then that is just the way it is.*

*One explanation of why I think I have maintained a nice following is that I try to make it as easy as possible for guys to customize receiving stuff where their interests lie. For example, I section the newsletter. If one doesn't like my humor section then skip it, etc.*

*When others who are receiving updates for free and not putting any effort into it, I would hope that you see some gratitude and not vitriol. Our group has been betrayed and there is justifiably a lot of anger out there and it gets directed at almost everybody including the messenger. And for that I hope that yours soon wanes.*

*Regarding the DP3, the current DP3 guys are a good group and working hard. Any who are not members are simply missing out.*

*Keep it up your work and smooth tailwinds.*

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)

I am looking for....." (Share a post of who you are seeking, if one sought answers....wallah):

**From:** [bob spangler](mailto:bob.spangler)

**Date:** 6/5/2010 8:50:13 PM

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

**Subject:** Looking for "TRIPLE 'L' LEVINE"

**LARRY LEVINE** AND I WERE IN THE SAME F-100 CLASS AT LUKE AFB SOMETIME DURING THE LAST ICE AGE. I THOUGHT THAT HE WENT WITH DELTA AFTER LEAVING THE GARDEN SPOT OF NORTHEREN LIBYA AND THE AIR FORCE. HIS WIFE'S NAME IS CONNIE. PAT HOWE THINKS THAT HE KNOWS HIM AND THAT IS HOW I COME TO HAVE THIS LINK.

CONTACT INFO:

BOB AND MARCIA SPANGLER  
3506 FOXGLOVE LANE  
LOUISVILLE, KY 40241

MY CELL PHONE: 502.767.6782

E-MAIL: [hundriver@msn.com](mailto:hundriver@msn.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) :

### **Information Sessions for Experienced First Officers**

Emirates employ highly skilled and successful Flight Deck Crew from around the world. We are currently recruiting experienced and technically proficient First Officers to fly our extensive international route network. The First Officer position offers an exceptional opportunity for ambitious pilots to develop their career on one of the youngest high-tech fleets, with one of the fastest growing and most profitable airlines in the world.

We have recently changed our minimum hours requirement. To apply to Emirates, candidates must have a minimum of 4000 total and 2000 multi-engine jet hours; or a total of 2500 hours on a modern, commercial multi-engine, multi-crew jet aircraft, ICAO ATPL and ICAO English level (4 or above).

Emirates will be conducting information sessions around the globe. These sessions will provide more information on Emirates, our selection programme, the benefits of living and working in Dubai and details of our remuneration package.

Please note that spouses are welcome to attend the Information Sessions.

Country / Region	Location	Date
Spain	Madrid	4 & 5 June 2010
	Barcelona	6 & 7 June 2010
UK	London Gatwick	7 June 2010
	London Stanstead	8 June 2010
	Birmingham	9 June 2010
	Manchester	10 June 2010
Central Europe	Dusseldorf	13 June 2010
	Munich	14 June 2010
	Vienna	15 June 2010
	Milan	16 June 2010
USA	Houston	12 July 2010
	Miami	13 July 2010
	Memphis	14 July 2010
	New York	16 July 2010
	Chicago	17 July 2010
	Denver	18 July 2010
	Los Angeles	19 July 2010

For further information on all aspects related to flying for Emirates and the full details, including venues, for our upcoming Information Sessions please visit [emiratesgroupcareers.com](http://emiratesgroupcareers.com) and click Explore Our Careers/Flight Deck Crew.

**Humor/Sobering or Fun** (Share some "vulgarity free" humor with the net):

*OK, I know I will get some letters on this one but I hope you simply see the humor in it. I lost a dear friend this week that we met with weekly and he personified this joke and would have loved it. In honor of Gerald Smith (from TX) here is one that he would get a kick out of.*

**Subject:** FW: Texas Sheriff Entrance Exam

**A man in Texas looking to join the Frio County Sheriffs Dept. was eing interviewed.**

**The Sergeant doing the interview says, "Your qualifications look good, but there's an attitude suitability test you must pass before you can be accepted."**

**Then, sliding a Smith and Wesson Model 29 across the desk, he says to the man, "Take this pistol; go out and shoot six illegal aliens, six meth dealers, six Muslim extremists, six 'Progressive Liberal' democrats, and a rabbit."**

"Why the rabbit?" the man asked.

"That's the attitude we're looking for!" said the Sergeant,

"When can you start?"

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## Mark

Mark Sztanyo, PCN Dir & HL Editor

[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.

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**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/>

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