

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:

This issue is being finished and sent from across the pond. We are in Austria for a short time. Barb and I are doing a little traveling and work abroad. We will be serving the mission at [Haus Edelweiss](#) (near Vienna) for two weeks until July 9th. Because of that, some features at the PCN will be slightly delayed.....like signups or some notices. I will attempt to keep up with it but can't be sure I will have the good internet connections needed. Thanks for your understanding and look forward to a trip summary in July.

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According to a good source the article shared on the "single pilot" by Capt Grumps has not had serious consideration by either UPS or Fed Ex as indicated by the email below:

"Saw the item about single-pilot ops at UPS and Fedex in PCN044. Emailed my source VERY high up in UPS flight ops management (known him 40 years). He has seen this item before...and calls totally unfounded...and has serious doubts Fedex has any such notion either. I've seen articles in flightglobal.com on this subject so I know it's being tossed around. But, UPS & Fedex ? Not so much.

Thanks for everything you do for us.”

Maybe someday but not soon but it is something we have all kidded about.

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Help me improve the toolbar --- suggest widely used links to add.

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

[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 25, 2010, 10:09am EDT

TAROM now in SkyTeam

Atlanta Business Chronicle

Romanian airline TAROM has joined **Delta Air Lines Inc.**'s SkyTeam global alliance.

The move creates 11 new destinations not offered by other SkyTeam airlines including Iasi, Cluj-Napoca, Constanta and Timisoara, Romania and Chisinau, Moldova. And Delta (NYSE: DAL) customers can now earn and redeem SkyMiles on TAROM flights.

"The addition of Romania's national airline to SkyTeam adds a number of destinations unique to our alliance and strengthens our presence within Central and Eastern Europe by building on the comprehensive networks already offered by our SkyTeam partners Aeroflot and Czech Airlines," said Delta CEO Richard Anderson, in a statement.

SkyTeam now includes Aeroflot, Aeromexico, Air Europa, Air France, Alitalia, China Southern, Czech Airlines, Delta, Kenya Airways, KLM Royal Dutch Airlines, Korean Air, TAROM Romanian Air Transport and Vietnam Airlines.

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Delta, KLM Celebrate 15 Years of Nonstop Flights From Memphis to Europe

More than 2 million customers served by Memphis-Amsterdam flight since launch; statewide economic impact estimated at more than \$2 billion

Press Release Source: Delta Air Lines On Thursday June 24, 2010, 11:30 am EDT

MEMPHIS, Tenn., June 24 /PRNewswire-FirstCall/ -- [Delta Air Lines](#) (NYSE:[DAL](#) - [News](#)) and [KLM Royal Dutch Airlines](#) today joined officials from Memphis, Shelby County and the state of Tennessee to celebrate the 15th anniversary of the first nonstop flight between [Memphis International](#) and [Amsterdam Schiphol](#) airports.

Since its launch on June 27, 1995, more than 2 million customers have flown Tennessee's sole nonstop flight to Europe, generating more than \$2 billion in statewide economic impact.

"What started as a dream for a handful of Memphians has become a sustained economic boon for our region," said Arnold Perl, chairman, Memphis-Shelby County Airport Authority. "Over the last 15 years, we have worked closely with Delta and KLM to create a successful flight between Memphis and Amsterdam. Despite major challenges, including 9/11, the SARS outbreak, global conflicts and the economic recession, these airlines stayed true to their commitments to Memphis and maintained our passenger link to Europe season after season, year after year."

Read More: <http://finance.yahoo.com/news/Delta-KLM-Celebrate-15-Years-prnews-294502503.html?x=0&.v=1>

Other Airline News (Recent stories of interest):

Boeing Halts 787 Again!

<http://video.forbes.com/fvn/market-updates/boeing-787-flights-halted?partner=yahootix>

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Anyone surprised?

UAL and Continental pilot negotiations hit snag

On Friday June 25, 2010, 6:42 pm EDT

WASHINGTON (Reuters) - Efforts by United Airlines, a unit of UAL Corp (NasdaqGS:[UAUA](#) - [News](#)), and Continental Airlines (NYSE:[CAL](#) - [News](#)) to reach a joint contract with pilots before concluding their merger have hit a snag, pilots said on Friday.

Negotiations on the early stage transition agreement have stalled over issues the pilots say would have little financial impact on the new airline, the Air Line Pilots Association (ALPA) said in a statement.

"This merger could be simple if the right path is chosen. Regrettably it appears the companies at this early juncture are headed down the wrong path," said Wendy Morse, chairman of the United pilots' union.

The airlines announced last month that UAL would buy Continental for \$3.07 billion in an all-stock deal that would create the world's largest airline. They hope for U.S. government approval of their merger by year's end.

Read More: <http://finance.yahoo.com/news/UAL-and-Continental-pilot-rb-4119892723.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):

Pension:

DP3 Answers Two Important Questions and Rumors

June 26, 2010

As the PBGC accelerates the completion of BDLs a number of issues have come up:

1. [Questions about the appeal delaying the payment of BDL increases and lump sums.](#)
2. [Questions about negative effects of an appeal.](#)

1. [Will the PBGC delay paying any BDL increases and the associated lump sum back pay if I file an appeal?](#)

No. After providing conflicting answers for several weeks, the PBGC appeals board has advised our attorneys that they will not "stay" the implementation of either the monthly increase or the back pay lump sum. The PBGC automatically "stays" the implementation of a benefit determination pending the results of an appeal, but will only implement the stay in cases where the BDL benefit is lower than the estimated benefit.

2. [Will appealing risk losing the benefit I am receiving now?](#)

Recently a PBGC representative told one of our members that there would be a risk of losing his BDL benefit if he appealed. This is an incredibly misleading statement and we, and our attorneys, believe it is very inappropriate.

The facts:

First, the PBGC has established policy it believes allow them to change any benefit within 2 years of issuing a BDL. This is regardless of appeal status. The PBGC explicitly states this on page 6 of the appeals packet it sends with the final benefit determination letter:

"After your benefit determination has taken effect, PBGC may change your benefit if it discovers an error, but only under certain circumstances. PBGC will always change your benefit if correcting the error will **increase** your benefit. PBGC will **decrease** your monthly benefit only if the error is a monthly amount of \$5.00 or more and usually only if the error is discovered within two years after the date of the formal determination. "

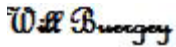
It is important to recognize that the PBGC cannot change any benefit without cause. The only cause can be either a change in the calculation procedures, or an error in the calculations. They cannot arbitrarily change a participant's benefit because of an appeal or take any other punitive action.

Appealing in no way allows the PBGC to change their procedures for calculating the benefit. If we win any of several appeal issues you may see an increase in your benefit, depending on your individual situation, but if we lose the appeal, the PBGC may not change the procedure they used to calculate your original BDL.

Also note that currently no one is actually appealing. We are requesting extensions of the 45 day time limit for making an appeal. Actual appeals will not take place until at least November. Each of us has the option of aborting their planned appeal at any time prior to that, and may actually remove their name from the appeal after it starts. But no one may initiate an appeal or request an extension after the 45 day period after the date of their BDL.

Remember, while the PBGC expects appeals, they have to expend resources to address them and if they lose the appeal and are required to pay you additional benefits, it might come out of their own funds (if PC3 uses up most of the plan assets). Therefore they have an interest in discouraging you from appealing.

Thank you for your continued support.



Will Buergey
Chairman, DP3

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From: [Charlie Hill](#) (thanks Charlie)
Date: 6/25/2010 7:12:07 PM
To: [Mark Sztanyo](#)
Subject: WSJ Article of Interest on PBGC June 9, 2010

Mark: This is a very interesting article from the Wall Street Journal's Opinion page June 9th. If you've not read it, it may be interesting to not only you but others as well.

[Charlie Hill](#)
[767ER 2002 ATL](#)

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Washington and Your Retirement

By Charles E.F. Millard
09 June 2010
The Wall Street Journal
(Copyright (c) 2010, Dow Jones & Company, Inc.)

The financial security of American workers who have stable and well paying jobs may be in serious jeopardy. The private pension system is underfunded by hundreds of billions of dollars, and millions could find that their pensions won't be there when they need them. Their fate may well be determined by a small, obscure agency that most Americans do not even know exists.

The Pension Benefit Guaranty Corporation (PBGC) insures the private-sector pensions of 40 million Americans. However, it has inherent structural flaws as well as a large and growing long-term deficit.

The PBGC is governed by three cabinet secretaries, but they rarely have time to meet or focus on the agency's problems. Meanwhile, the value of its portfolio is approximately \$70 billion but the present value of its liabilities (to make good on underfunded pensions) is \$92 billion. The deficit is expected to surpass \$30 billion in the next 10 years. Under the law, the agency does not have federal government backing.

The agency has been without a director since the end of the Bush administration. Six months ago, President Obama nominated Joshua Gotbaum for the position, and the Senate Finance Committee just had its confirmation hearing. But one senator has put a "hold" on the nomination. At the same time, a bill threatening the financial stability of the PBGC is making its way through Congress. The Senate should vote Mr. Gotbaum in and ask him to deal with the following serious issues.

1) Climb out of the moral hazard trap. The PBGC is structured like a Ponzi scheme. It takes in pension plans that are, on average, about 60% funded; it takes in "sixes" but owes "tens." This is not a problem now -- but only so long as there are new and large plans coming into the PBGC with significant assets.

While Congress does not back its deficits, everyone in Washington assumes that it will. This puts the PBGC in the same moral hazard position as Fannie Mae and Freddie Mac: avoiding the discipline of the marketplace by relying on an assumed governmental bailout.

2) Reform the agency's governance. The PBGC board, consisting of the secretaries of Labor, Treasury and Commerce, meets infrequently. A 2008 McKinsey report shows the need for a radical reformation. An independent board would never have allowed the agency to run up a \$20 billion deficit without changing its business model.

3) Diversify the investment policy once and for all. PBGC's goal should be to allow the agency to meet its obligations and avoid a taxpayer bailout without taking undue risk. To get there requires diversified investments in growth-oriented assets like equities, private equity and real estate, combined with more conservative fixed income investments.

The board adopted a diversified investment policy in 2008 and waited until late in the year to begin to implement it. Unfortunately, due to the politicized nature of agency decision-making the new board suspended the transition to equities at just the wrong time -- in May of 2009. This back-and-forth movement has cost the PBGC at least \$1 billion over the last year.

4) Staff up. Provide needed staff and up-to-date resources. In late 2008, the PBGC had 15 government employees managing \$50 billion. It is simply irresponsible for an agency engaged in so complex, challenging and crucially important an exercise to lack sufficient manpower and technology to compete in the marketplace and respond promptly to reasonable opportunities. Overwhelmed and understaffed, PBGC will not be able to meet its long-term responsibilities to the American worker.

Most worrying, the PBGC is also being looked on as the potential patsy in the so-called "Create Jobs and Save Benefits Act" currently before Congress. This bill would allow underfunded multi-employer union pension plans to be shifted to taxpayers. But allowing these plans to offload their obligations would increase the PBGC deficit by at least \$8 billion and would officially put Congress on the hook for these new liabilities.

Some have even urged that the federal government should guaranty or bail out state and municipal pensions. This would be disastrous, since so many state plans are horribly underfunded.

If we don't face pension reality now our landing will only be that much harder in the future.

Mr. Millard was director of the Pension Benefit Guarantee Corporation from 2007 to 2009.

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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):

DLNET/ DNN

Pass privilege misconduct being investigated

June 24, 2010

Delta is addressing reports of employee misconduct involving their pass travel privileges.

Mike Campbell, e.v.p.-Human Resources and Labor Relations, sent a memo to all employees Thursday detailing some of the examples of reported violations. Infractions include employees adding individuals not related to them to their pass accounts as parents, stepparents and nondependent children; adding more than 30 dependents to their travel accounts, none of whom are eligible for pass travel; accepting money in exchange for access to travel privileges; and providing individuals access to pass travel for business purposes.

“This is dishonest, impacts our profit sharing and jeopardizes the integrity of our company,” Mike told employees. “We take this abuse seriously and local leaders have already started addressing these violations, including suspension of pass travel privileges or, in some cases, termination.”

Employees should regularly review Delta’s pass travel policies and eligibility guidelines, which are available on the Employee Connection Travel site on DeltaNet. Employees should verify that only eligible pass riders are listed in their account and that they are traveling for leisure purposes only.

Mike indicated changes that will be necessary because of the misconduct concerns.

“In response to the recent abuse, we will have to tighten up the processes for how we add, remove, validate and track our pass riders moving forward.” Mike said. “In addition, all pass riders will be included in regular eligibility audits in the future and employees will be required to provide documentation supporting their relationship with their pass riders. Additional details about these changes will be communicated to you as they are rolled out.”

See Also:

[Read Mike's memo.](#)

[Check out the Pass Travel site.](#)

Life Section...

Misc Posts:

From: [David L. Roberts](#)

Date: 6/26/2010 10:56:12 AM

To: misc@pilotcommunication.net

Subject: U.S. Weather - Facts & Extremes

Hi Mark,

Someone sent me this interesting web site you may want to mention in the High Life --- for all us weather junkies.

Interesting United States Weather Facts and Extremes

<http://web2.airmail.net/danb1/usrecords.htm>

Dave

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

CVG area Delta / Three Dog Night / Wine Party August 21 !!!

From: daverose767@gmail.com

Date: Thu, 24 Jun 2010 10:55:58 -0400

Subject: Delta / Three Dog Night / Wine Party August 21 !!!

Hey everybody!

Shelley had a great idea. Let's all go to the Three Dog Night Concert at the Elk Creek Vineyards on August 21.

We can get there in the afternoon and enjoy wine and song. They have a lodge if you want to stay the night. Tickets available at Ticketmaster.

You could do it any way you want.

Wine & Food

Wine & Food & Music

Wine & Food & Music & Lodging

Spread this email, the more the merrier.

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

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) :

Date: June 24, 2010 18:42:26 CDT

Subject: Re: Commutable Job

Does anyone want a short term training contract in Seoul on the B767. It's an instructor role for 4 crews at \$150 an hour plus airfare and hotel. It starts right away at the Asiana facility.

It is for 26 days and I think it is 8 hours a day in the simulator.

Best regards, Brian

Brian Hollenbeck - Manager Miami Operations

Flight Training International, Inc.

3401 Quebec Street, Ste 9150 Denver, CO 80207

Office 800-233-0050 - Mobile 305-491-7488

brian.hollenbeck@ftiratings.com www.ftiratings.com

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For those with family or friends getting ready for this upcoming hiring:

From: [robert moser](#)

Date: 6/23/2010 3:17:42 PM

To: [Mark Sztanyo](#)

Subject: Interview Prep

Hello Mark,

I did the first interview prep for an Air Force guy yesterday. Interview will be a piece of cake for him, but would not have been without a prep. Feel free to spread the news. I can assure you that this is not a get rich slow deal. I, am like you, "paying it forward". I'm sure there are sons/daughters, grandsons/granddaughters, nieces nephews friends, whatever out there who either will have an interview date or would like an interview date for Delta. Tell them to go to [kitdarby.com](#) for the information 400 bucks is a very small investment for a career with Delta, yes??.

Best

enjoy Europe

Rob

Political (food for thought):

Bill Cosby is at it again:

I HAVE DECIDED TO BECOME A WRITE-IN CANDIDATE FOR PRESIDENT IN THE YEAR 2012..

HERE IS MY PLATFORM:

(1). Any use of the phrase: 'Press 1 for English' is immediately banned. English is the official language; speak it or wait outside of our borders until you can.

(2). We will immediately go into a two year isolationist attitude in order to straighten out the greedy big business posture in this country.. America will allow NO imports, and we'll do no exports. We will use the 'Wal-Mart 's policy, 'If we ain't got it, you don't need it.' We'll make it here and sell it here!

(3). When imports are allowed, there will be a 100% import tax on it coming in here.

(4). All retired military personnel will be required to man one of the many observation towers located on the southern border of the United States (six month tour). They will be under strict orders *not* to fire on SOUTHBOUND aliens.

(5). Social Security will immediately return to its *original state*. If you didn't put nuttin in, you ain't gettin nuttin out. Neither the President nor any other

politician will be able to touch it.

(6).. Welfare. -- Checks will be handed out on Fridays, at the end of the 40 hour school week, the successful completion of a urinalysis test for drugs, and passing grades.

(7). Professional Athletes -- Steroids? The FIRST time you check positive you're banned from sports ... for life.

(8). Crime -- We will adopt the Turkish method, i.e., the first time you steal, you lose your right hand. There is no more 'life sentences'. If convicted of murder, you will be put to death by the same method you chose for the victim you killed: gun, knife, strangulation, etc.

(9). One export of ours will be allowed: wheat; because the world needs to eat. However, a bushel of wheat will be the exact price of a barrel of oil..

(10). All foreign aid, using American taxpayer money, will immediately cease and the saved money will help to pay off the national debt and, ultimately, lower taxes. When disasters occur around the world, we'll ask The American People if they want to donate to a disaster fund, and each citizen can make the decision as to whether, or not, it's a worthy cause.

(11).. The Pledge of Allegiance will be said every day at school and every day in Congress.

(12). The National Anthem will be played at all appropriate ceremonies, sporting events , outings, etc.

My apology is offered if I've stepped on anyone's toes nevertheless.....

GOD BLESS AMERICA !

Sincerely, Bill Cosby

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

PROPOSED NOTICE OF RULE MAKING FOR CHANGES TO THE FEDERAL AVIATION REGULATION ACT

1000.A No pilot or pilots, persons or persons acting on the direction, suggestion, or under the supervision of or on the behalf of the pilot or pilots may try, or attempt to try, or make or make attempt to try, to comprehend or understand any or all, in whole or in part, of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed or inspected by the Administrator.

1000.B If any pilot, or group of associated pilots, or any other person or persons, becomes aware of, or realizes, detects, discovers or finds that he, she, they or it are beginning, or have began, to comprehend or understand the Federal Aviation Regulation, they must immediately, within three (3) days and in writing, notify the Administrator of such actual or implied comprehension or understanding.

1000.C Upon receipt of the above mentioned notice of such actual or impending comprehension or understanding, the Administrator will immediately issue such Orders, Notices, or Adversary Notices as are necessary to prevent such comprehension or understanding, and shall further take such action, including the issuance of one or more Notices of Rule Making as are necessary to rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

1000.D The Administrator may, at his, her, or its' option, require the offending pilot, group of associated pilots, or other holders of certificates issued by the Administrator, to attend remedial instruction in those volumes, chapters, subchapters, parts, subparts, sections, paragraphs, subparagraphs or subdivisions for which comprehension has been obtained or for which there is the possibility of comprehension being obtained at any time in the future, of Title 14 of the Code of Federal Regulations (previously known as the Federal Aviation Regulations) until such time that the pilot, group of associated pilots or any other person is too confused to be capable of understanding anything.

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Crater Canyon

A Delta Air Lines jet was traversing Arizona on a clear day. The copilot was bombarding passengers with remarks about landmarks over the PA system.

"Coming up on the right side of our cabin, you can see Meteor Crater. A major tourist attraction in northern Arizona, it was formed when a lump of nickel and iron weighing 300,000 tons, 150 feet across, struck the earth at 40,000 miles an hour, scattering white-hot debris for miles in every direction. The hole measures nearly a mile across and is 570 feet deep."

From the cabin, a passenger was heard to exclaim: "Wow! It just missed the highway!"

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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