

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

Large web community for one of world's largest airlines

# High Life

facebook

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

Above aerial I shot off Alaska

Dear PCN,

Group Section.....

## Mark's Remarks:

**Tax day approacheth:** A number of emails and posts concerning various tax issues that we face in this issue. May you live long, have a great family, and never never let the tax man winneth!

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**Politics - Religion and the PCN:** I think we have hammered this subject in the past but it may help to state a reminder here for those newbies to the PCN. Politics first. I may include from time to time something that carries a political bent. It may not be balanced by the other view. If this type of material is included I will try my best to place it inside the proper "section" of the HL and by all means properly "flag" it. That is our policy. By in large I discard many many emails that contain a political slam against the other side. Now as to religion. Yes, it is true, I happen to have some. There are two elements (one on the website and one in my signature) that carry a religious connotation. On the website at PCN I have included a streaming service called Worthy Quotes. Many many of these quotes are from our nation's founders and early fathers. Some of the quotes are also from influential and quotable religious leaders. I think there is redeeming value in both. If for some reason you do not like the quotes, simple pass them by and do not pay them any attention. Same advice about my signature. I include a personal favorite quote in my *personal* signature section. As I have always said that phrase says something about me (so that you might know more about who I am and what

motivates me) and has nothing to do with the membership at large. While the HL is my creation and my newsletter, quite frankly I am honored by your subscriptions and what you may consider my welcomed guests. I restate my commitment to avoid internal religious or any "preachy" religious material. Should anything get published that contains either of the above I will attempt my best to give you in the header disclaimers and alerts as to content. Staying in line with the HL layout philosophy, any section or material you have no interest in, I encourage you to simply pass it by. Fair enough? Note: The policy of what I (and we) do here is largely determined by membership voice and vote (of subscription). The PCN will pay attention to both. As to our ongoing policy about these subjects, there is verifiable overwhelming support from the group for the status quo and I might add one more vote that matters which is mine. Hope that helps keep things clear.

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*For all of you who have an item, service or offer to promote:*

***3 categories are completely FREE!***

## **PCN Ads – up and running!**

Every one submitting an Ad gets a private login and complete control over their ads. URL's and images are allowed and you will see it is a very nice format for entering online ads.

**Check it out and get your item, thing wanted, service or house, posted!**

### **PCN Ads**

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#### **Calling the PBGC for BSW:**

I wish I had a direct number for the Atlanta office (which you need to ask for when calling the PBGC) but I do not. Simply call the national PBGC number at the Atlanta office.

PBGC in DC- 1-800-400-7242 Any questions regarding your benefits or obtaining your **benefit statement worksheet**, *talk to the Atlanta office.*

Following is not good anymore: (~~extension 2000 or PBGC in ATL at 404 607 8836~~)

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#### **Tools for our members:**

PCN Main Website: <http://pcn.homestead.com/home01.html>

PCN Google Group archives: <http://groups.google.com/group/PilotCommunicationNet>

PCN Ads – <http://pilotcommunication.net/Ads/>

PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>

## News Section.....

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

### Delta Air Lines avoids ignoble award

Atlanta Business Chronicle

Date: Thursday, March 31, 2011, 4:09pm EDT

**Delta Air Lines Inc.** will not be the "Worst Company in America" this year thanks to a more disliked discount retailer.

**Walmart** (NYSE: WMT) "beat" Delta in the Sweet 16 round of the annual contest put on by [consumerist.com](http://consumerist.com).

The popular consumer blog and news site publishes an annual competition in NCAA March Madness bracket style to determine the "Worst Company in America" based on votes from the website's users. This year, Atlanta-based Delta (NYSE: DAL) made it to the final 16 by being voted worse than United/Continental Airlines.

Voting for Delta versus Walmart began March 28 and ended March 30. The result:

- Walmart -- 64.7 percent
- Delta -- 35.3 percent

The final "winner" of the competition gets "the prestigious Golden Poo Award, a golden statuette modeled after a pile of poo," The Consumerist said.

Upcoming elimination dates:

- April 6 -- Elite 8
- April 12 -- Final Four
- April 14 -- Championship Battle
- April 18 -- Winner

The Consumerist's parent company, Consumer Media LLC, is a subsidiary of [Consumers Union](#), the publisher of [Consumer Reports](#), and [ConsumerReports.org](http://ConsumerReports.org).

## Southwest Grounds 79 Boeing 737s, Cancels 300 Flights After Fusilage Hole

By Mary Schlangenstein and Dan Hart - Apr 2, 2011

[Southwest Airlines Co. \(LUV\)](#), the world's biggest operator of [Boeing Co. \(BA\)](#) 737 jets, grounded 79 aircraft after a hole developed in a plane during flight, forcing an emergency landing. About 300 flights were canceled today.

Flight 812, with 118 passengers and five crew, was en route to Sacramento from Phoenix yesterday when a loss of cabin pressure caused oxygen masks to deploy and prompted a landing in Yuma, Arizona, Southwest said in a statement today.

"The carrier has decided to keep a subset of its Boeing 737 fleet out of the flying schedule to begin an aggressive inspection effort in cooperation with Boeing engineers," Southwest said.

Metal fatigue was blamed for an 18-by-12 inch rip in a Southwest 737 last July while it was flying at 35,000 feet, also forcing an emergency landing. In January 2010, the [Federal Aviation Administration](#) ordered fuselage checks for metal fatigue on 135 Boeing 737-300s, -400s and -500s in the U.S., after the planemaker recommended such checks in September 2009.

Read more: <http://www.bloomberg.com/news/2011-04-02/southwest-airlines-to-inspect-81-jets-after-emergency-landing.html?cmpid=yhoo>

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## Crude Tops \$106, Airlines Take Hit

By [Teresa Rivas](#)

[Crude oil](#) for May delivery jumped \$2.10 to \$106.37 in recent trading, as unrest in the Middle East is again making itself felt.

NATO has taken control of air operations over Libya, relieving the U.S. of command, but [rejected](#) the proposal to arm rebels who are closing in on the capital of Tripoli, as they beat back **Moammar Gadhafi's** troops. Elsewhere, Syrian President **Bashar al-Assad** hardened his position against the nation's pro-democracy demonstrations, which has caused concern that the situation could escalate.

Airline stocks were an obvious target for investor anxieties; the **NYSE Arca Airline Index** shed more than 0.5%. American Airlines parent **AMR Corp.** ([AMR](#)) was one of the group's biggest losers, tumbling 3.7% and erasing much of the bump it got yesterday from a widely debated [takeover](#) offer.

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## FAA seeks \$550,000 penalty against AMR carrier

## FAA says AMR carrier Executive Airlines missed inspections, should pay \$550,000 penalty

On Wednesday March 30, 2011, 6:54 pm EDT

WASHINGTON (AP) -- The Federal Aviation Administration said on Wednesday that it is proposing a \$550,000 civil penalty against Executive Airlines Inc., a Puerto Rico-based unit of AMR Corp., the parent of American Airlines.

The FAA claims the airline flew two of its ATR-72 turboprops on at least 35 flights after going too many hours without a re-inspection of their ailerons, the moving panels on the wings that help a plane turn.

The FAA says the violations happened between June 13 and June.

**Finance Section** ((Claims, PBGC, HCTC, Insurance, Planning, Tax, Estate) - section containing items with financial consequence to our group):

*On the distribution Tax issue: (more email in the misc section below)*

**From:** [jim munton](#)

**Date:** 4/3/2011 12:37:10 AM

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

**Subject:** 2007 DAL Accounting Errors

Mark....I recently wrote a letter to DAL stating that the IRS Western Regional Director didn't agree with DAL's 2007 accounting practices and enclosing a letter from the IRS Western Regional Director and a copy of my IRS refund document( both previously posted on your site). Today, I received a reply from DAL Vice President Rob Kight. He basically said that he didn't agree with the IRS Western Regional Director and that DAL was "neither involved nor consulted" on this issue....the reason DAL wasn't is because they ignored numerous phone calls and letters from my accountant and the IRS. You might consider posting these letters on your site to show fellow pilots that there has been attempts to rectify the 2007 DAL errors and prevent it from happening in the most recent distribution to no avail. jim munton

- Jim's letter to DAL

[http://pcn.homestead.com/files/Misc\\_Files/Munton/Jims\\_letter\\_to\\_DAL.pdf](http://pcn.homestead.com/files/Misc_Files/Munton/Jims_letter_to_DAL.pdf)

- Kight's reply

[http://pcn.homestead.com/files/Misc\\_Files/Munton/Kights\\_reply.pdf](http://pcn.homestead.com/files/Misc_Files/Munton/Kights_reply.pdf)

*See related emails below in Misc.*

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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~~ – distributed at or around Mar 23, 2011.
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) – *in process until end of year (only 45 days to appeal)*  
*Appeal extensions generally granted in Nov 2010 now extended by our law firm for all to: revised to Feb 18, 2011, New Mar 18, 2011, April 29, 2011, July 29, 2011*
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. *Action has continued 80% for Jan & Feb. Action expired and subsidy effective Mar 2011 is now back to 65%.*
9. Financial condition of the D&S Plan--a plan that pays benefits to eligible survivors of deceased pilots as well as to disabled pilots. A form 5500 for the D&S Plan is filed annually.
10. Formation of a VEBA Health Insurance plan by DP3.

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

Pension:

As the PBGC appeals progresses the sensitivity of the information does as well. While the PCN has re-published many of DP3 general postings, we will refrain from re-publishing "private emails" in view of the nature of the process. So when there is a general update we will re-publish and when there is a private email we will help announce its existence.

**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

Call PBGC in DC- 1-800-400-7242

Link of explanation for BSW ([Benefit Statement Worksheet](#))

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

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Commercial Section.....

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

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

## Life Section...

Misc Posts:

*More Tax or distribution email that were not on any PCN notices:*

OK, it's a little late to be concerned about this. The deadline for an amendment is midnite 4/15/2011. The amendment only applies to the payment for the cancelled health care benefits. These benefits are not wages. Refer to United States Code (USC) Title 10 Section 106. Read the whole section, but pay particular attention to two parts where it is stated the health care benefits are not taxable and that the payment may be in any form ie. stock. A Form 843 must be filed to get FICA and Medicare refunded. A Form 1040X must be filed to get the taxes refunded. A separate state form must be filed for a state refund.

In Georgia it is a 500X. The Nevada CPA which got a long term capital gains agreement negotiated that. It has nothing to do with the non-taxability of health care benefits. In fact long term capital gains are taxed, just at a lower rate. I hope that this clarifies everything.

Clint Johnson  
Delta RD RET  
Tax preparer

[mjoh419065@aol.com](mailto:mjoh419065@aol.com)

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**From:** [Bruce Cullen](#)  
**Date:** 4/1/2011 9:45:31 PM  
**Cc:** [George Chaudoin](#); [Dick Deeds](#); [Mark Sztanyo](#)  
**Subject:** Delta rides roughshod again

That old southern saying.... ***Ya'll ain't gonna believe this.***

So Delta at least hasn't buried me yet like they did so many others with their "letters to the estate of".

Instead they finally taxed someone at 100%.....me!

You know the final court settlement checks we were all supposed to have received this past week for the 1114 portion of the bankruptcy. If you've not yet received your check, better give a call Monday to 1-800-MyDelta. I always loved that catchy My part.

I waited & finally called them today. After a number of back & forth's & hold on a few more minutes while we check, the result was that they took Medicare out at 100% of what I was supposed to receive. So now, they've had to open a case file, I am to wait 7-10 business days & they'll get back to me. Gotta love it. Seems their accounting department has gone from bad to worst of the worst.

I had a shopping list of Q's for them, all were answered & few made any sense at all. For instance, if all our recent settlements were well under the \$100K figure Delta themselves mentioned in their letters dated Mar 21, that is they were to be therefore federal tax withheld at 15% federal, why was everyone then withheld at 25%? No good answer. I basically spoon fed a few scenarios for the reason & did not get even an illogical answer. I will therefore continue to assume that the court, Delta & the IRS all somehow agreed that the full payment sums including the 2007 larger initial settlements paid put many over that \$100K threshold. Good accounting? I don't think so since we are talking about two separate tax years, 2007 & 2011, obviously separated by three intervening years, not even back to back tax years.

Further, Delta estimated high on the actual value of the stock price issued Mar 23 or so into our old Fidelity accounts so even the 25% was higher, more like 26%. Take it up in court, I guess, is their policy!

All will be cleared up....like mud IMHO....the end of April, when Delta sends us all their accounting figures. There's more but why beat a dead horse.

Maybe the name Delta should be changed to Deltcr....Don't Ever Leave The Court Room.

What, me worry, it's only money & evidently not mine anyway, but that of Medicare, the IRS, FICA & the state of California's! Maybe my estate would have made out better after all?

Guess maybe there will be more amended tax returns filed once again for 2011.

**Bruce**

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**From:** [Larry Lynch](#)  
**Date:** 4/1/2011 7:24:23 PM  
**To:** [pilotcommunicationnet@googlegroups.com](mailto:pilotcommunicationnet@googlegroups.com)  
**Cc:** [PCN Dir](#)  
**Subject:** Re: PCN - Re: - TAX Refund info by amended returns

Hi All;

Larry Lynch here in Maine. I just filed my amended return and the tax lady agreed that the money was capital gains but short term capital gains. Big deal. Does anyone have any insight or background info to make it long term capital gains?

Thanks Nd All the Best

Larry Lynch  
207-233-8726  
[LarryLynch1@gmail.com](mailto:LarryLynch1@gmail.com)

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From: <[RetDalCapt@aol.com](mailto:RetDalCapt@aol.com)>  
Date: Apr 1, 2011 10:44 AM  
Subject: Re tax...  
To: <[mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)>

Mark

Thanks to you and everyone willing to share information on this tax situation.

In one of the responses you received from V.Hammitt, he stated that Mr. Whalen said that the refund applied to only a narrow group of retired pilots. Does anyone know what the criteria is for that "**narrow group**"?

I am an original Delta, and an early retiree.

Thanks again.  
Dick Keltner

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Sent: April 1, 2011 2:18 PM

Mark, none of this info changes my problem with Whalen. The guy has had my money since January and has produced no amended return. One problem with all electronic communication is that one is unable to determine who is actually on the other end. Are the favorable remarks real? Whalen still is not answering any communications, and by now he must be aware of his credibility problem.

Rob Harlan

[rharl60@msn.com](mailto:rharl60@msn.com)

From: [rharl60@msn.com](mailto:rharl60@msn.com)  
To: [sonetas@aol.com](mailto:sonetas@aol.com)  
CC: [jwmunton@hotmail.com](mailto:jwmunton@hotmail.com)  
Subject: Amended return

Date: Fri, 1 Apr 2011 07:21:33 -0400

Mr Whalen

Since you have not provided me with an amended 07 return in a timely manner, please refund my money.

Robert Harlan

From: "jim munton" <[jwmunton@hotmail.com](mailto:jwmunton@hotmail.com)>

Date: Apr 1, 2011 10:28 PM

Subject: RE: Amended return

To: <[rharl60@msn.com](mailto:rharl60@msn.com)>, "Bill Whalen" <[sonetas@aol.com](mailto:sonetas@aol.com)>, <[imunton@yahoo.com](mailto:imunton@yahoo.com)>, "jim munton" <[jwmunton@hotmail.com](mailto:jwmunton@hotmail.com)>, "Mark Sztanyo" <[marksztanyo@gmail.com](mailto:marksztanyo@gmail.com)>

Robert...not my decision, but I'm advising Whalen NOT to return your monies unless you don't receive your Return by 15Apr11...Whalen has done your 843 and has spent monies hiring an outside accountant to do your Return(Whalen then must review their work)... "in a timely manner" indicates you were financially harmed---which you are not unless Whalen doesn't get your Return to you by 15Apr11...jim munton

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

**Date:** 4/1/2011 4:56:57 PM

**To:** [vernhammett@gmail.com](mailto:vernhammett@gmail.com)

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

**Subject:** 2007 tax

Hi Vern,

I am a RD Pre 72 living in AZ. I contacted Bill Whalen thru Jim Munton in January .

After speaking with Bill, I sent him all the 2007 tax information he requested.

Also a check for \$1250.00. He filed with the IRS in Fresno, CA form 843 asking for a refund of 7796.00. I got a letter from the IRS on March 11, saying I would hear from them in 45 days with a decision. I communicate with Bill thru e-mails and faxes. I have no complaints.

Chuck Woods

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On Apr 1, 2011, at 8:18 AM

Mark, With Tim's permission, I am copying his email to me. We are retired pilots...not CPAs. This seems to be the best explanation. The 1114 claim is the medical claim....

"You are correct about the medical claim. It is termed the 1114 settlement. I don't have all of my numbers in front of me but I recall that my settlement was about \$38,000. We were taxed on that money as if it were wages. They held out about \$2500 in Social Security, about \$2500 in medicare and about \$5000 as federal taxes.(These numbers are a little off but they should give you an idea of what's going on). If you filed early enough then you could get all of it back..BUT.. you would then have to pay the IRS about \$5000 in long term capital gains taxes(15%). The result being that you made about \$5000 on the deal minus what you have to pay the accountant.

The problem now is that the window to file for the Social Security and medicare money has closed. You had to have filed for that by the end of January. If you file now you will only get back the federal money. By the time you pay the IRS the resulting capital gain tax, you're even!! But then you have to pay the CPA!! Net...you lose. The amendment procedure had

to have been initiated before the end of January in order for it to be profitable. I started in February then figured the rest of this out and pulled out...."

David [davideastis@gmail.com](mailto:davideastis@gmail.com)

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On Apr 1, 2011, at 9:20 AM

Mark,

Who is Linwood Bagget? That name appears a few times in this string of emails.

In my case, Mr. Whalen responded with the first appeal to the IRS in a timely way and I sent it off to the IRS. No response yet.

For the rest of the issue re: wh tax vs cap gains tax I am still waiting. I am not worried about Mr. Whalen.

In reading all of these emails it appears there are many opinions and ideas about this whole sad situation. We can thank Delta for this. In any case, I am not taking any advice from anyone other than Mr. Whalen.

One of the opinions seemed to make the point that it would be a wash financially, but that may only be in his personal case. In mine it will make a worthwhile difference. Lets not forget that if you ask 20 pilots for an opinion, you will get 20 different ones!

Wayne Merrill, 767ER, retired 2004

[waynemerrill@comcast.net](mailto:waynemerrill@comcast.net)

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On Apr 1, 2011, at 9:32 AM

I just got check. they took out fica, state and federal taxes and are calling it wages. This out to be interesting

Stinger [t28cdkmk@aol.com](mailto:t28cdkmk@aol.com)

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On Apr 1, 2011, at 5:20 PM

Mark,

Just a question on this issue. Aren't retirement benefits considered "deferred compensation" and therefore taxable as income?

Tom Day

[day6210@gmail.com](mailto:day6210@gmail.com)

## Human Interest:

From: "David L. Roberts" <[robertsDL@mindspring.com](mailto:robertsDL@mindspring.com)>  
Date: Apr 2, 2011 8:34 PM  
Subject: United Captain arrested . . . ??  
To: "MY DELTA FRIENDS" <[robertsDL@mindspring.com](mailto:robertsDL@mindspring.com)>

**You're not going to believe this story.... ??CSR may mean Customer Service Representative, or it may not.??**

**Date:** April 1, 2011 5:05:58 AM PDT

**Subject: FW: Fellow Aviator Down and Needs Your Help**

**United Capt. John Rood (MEC Grievance Committee Member) vs United and Denver Police....in Denver court on Monday, April 4th, 0830am in Division 3F.**

We need to get some UAL Pilots there IN Uniform.. It is purely a show of support..So if you are in Denver on a layover on Monday AM....please get the hotel van or take a cab to the Denver Courthouse and support John Rood.

It will not look good to have John all there by himself. This guy took a stand for us..for the profession...we now need to return the favor.

I won't be there as I am flying.

**From:**  
**Sent:** Friday, April 01, 2011 10:43 AM  
**Subject:** DEN CSR Incident - Captain Arrested

There are escalations, and then there are ESCALATIONS! For those of you interested in a... "real time" incident between ground personnel, police and a Captain; feast your eyes on this!  
THE STRUGGLE FOR FINAL AUTHORITY... ESCALATES!

From: Tom <Subject: DEN CSR Incident - Captain Arrested  
To: "11 Leonard Tom" <Date: Thursday, March 31, 2011, 7:58 AM.

It becomes more difficult to see why we pay ALPA dues with the continued degradation of our careers. Below is just another example. I haven't heard so much as a whimper about this. Why? I also learned of a group recently called the United Pilots For Justice. They are suing the company and the PBGC due to UALs blatant misrepresentation of the Frequent Flyer program to the bankruptcy court as a liability, instead of the massive asset it actually was. So again I ask, why hasn't ALPA pursued this matter on behalf of all United pilots? The company sues the pilots over supposed job actions, but when they disallow most vacation drops because they

realize it costs more money than the crooked 2.8 hour vacation day, nothing from ALPA. It's time for rank and file to start getting answers to these questions.

Rhett Wolff

sfo 777 f/o

Captain John Rood was the Captain on United Airlines Flight 744 on December 26, 2010 from Denver to Boston departing from Gate B-37. After assisting Maintenance with a reverser problem which had delayed the flight, Customer Service began boarding the aircraft when the go ahead was given by Zone Control around 8:30 am.

At the last minute, a Jet Blue pilot entered the cockpit and requested to ride the cockpit jumpseat to Boston since the flight was planned to be full. After checking his credentials, and after introductions were made, the pilot requested to stow his bags in the cockpit, to which Captain Rood agreed since there was plenty of room. The jumpseater further stated that the CSR working the flight had taken his roller board away from him and was going to gate check it.

Captain Rood exited the cockpit onto the jetway and saw the pilots bag next to the jetway door. He told the CSR, a Mr. Douglas E. Beaman, fn181732, that it was ok for the pilot to stow his bag in the cockpit. Mr. Beaman rudely responded that the bag was going to be gate checked and would not be allowed on the aircraft. As the working Captain of the flight, Captain Rood felt it was well within his authority over OMC issues to allow the bag in the cockpit. In order to accommodate the jumpseater who was commuting to work, he told the CSR that he was taking the bag onboard.

At that time, the CSR opened the jetway door, grabbed the bag, and threw it out onto the slide to the bottom of the jetway stairs. As he did that, Captain Rood attempted to go out onto the jetway stairs, but the CSR abruptly closed the door, and used his body to bump the Captain back onto the jetway. The Captain was astonished by the CSR's highly antagonistic actions.

The Captain asked him if the CSR was going to prevent him from accessing the ramp, to which the CSR replied that was his intention. The Captain pointed out that he was a badged employee and the CSR had no right to deny him access to the ramp. He replied that he was not going to allow the Captain onto the ramp. The Captain then attempted to go around him, when he forcibly tried to stop the Captain's progress again making physical contact. The Captain continued to move to gain access through the door. When it became apparent that the Captain was going to gain access, Mr. Beaman abruptly stopped pushing, flopped back and stated, "That's assault." No one else was present on the jetway during this encounter.

The Captain went out the jetway door and down the stairs, retrieved the pilot's bag, and brought it back up to the top of the jetway stairs. Having forgotten the door access code, he was standing at the top of the stairs outside the jetway door calling the Company Crew telephone number in order to retrieve the code from an automated system. As he was in this process, the CSR opened the jetway door, grabbed the pilot's bag and again threw it down the jetway slide.

The bag was again retrieved, and the Denver Domicile Flight Operations Representative was called in order to get a Flight Manager for assistance. The jetway door again opened, this time by a CSR supervisor, and the Captain regained access to the jet-way.

The Captain's access to the aircraft was now blocked by two CSR supervisors. So, as he stood there with the bag, he called the Flight Operations Duty Manager, and spoke with Scott Miller. He explained the situation, and asked him to check on the actual verbiage in the Flight Operations Manual, in order to verify where the bag was allowed to be stowed. Scott verified that it could be stowed in the primary or secondary crew stowage areas, the primary area being in the cockpit.

About this time, DEN 767 F/O William Fox, the Flight Operations Representative, came down the jetway, and the Captain briefly explained what was happening.

On the jetway now, there were about three CSR supervisors, the CSR, and four Denver Airport police officers. The Captain was surprised when the police arrived, and he became concerned about the escalating situation. He made the statement that he was exercising his Captain's Authority to board the bag in the cockpit. One police officer came forward, stating that "you have no authority, I am the authority, and your authority is only in effect on the airplane, and then you can be Captain or Admiral or whatever you want."

The Captain also called ALPA representatives who in turn called the NER ACP Captain James Simons in order to get some Flight Operations assistance, but without any success. The Captain was trying to use his resources in the Flight Operations chain of command, but the situation was spiraling out of control. No one from United management seemed to be taking control of matters. A police officer asserted that the Captain was causing an inconvenience for a lot of passengers and that he should just get on the airplane. The implication was very clear, "Fly or be arrested!"

This whole situation, the obvious disregard for the Captain's authority for the conduct of this flight, the physical intimidation and lying by the CSR, and the added intimidation by the police officers, and the lack of any meaningful support from company management put him in a very difficult situation. He was faced with assuming the responsibility for the safe conduct of the flight and safety of an aircraft with 148 passengers and 5 crew aboard into a snow storm where the forecast visibility was 1 mile and decreasing with a resultant lowering ceiling; or removing himself from the flight due to the continuing stress and mental distraction that he was enduring from the intimidation and interference while attempting to perform his duties in a responsible and diligent manner. The Captain was no longer focused on the jumpseater's bag, but rather the safety of the flight.

The Captain then made a statement questioning his fitness to fly, and that maybe he should conscientiously remove himself from the flight which he subsequently did. After gathering his gear from the cockpit, he was then placed under arrest for assault and disturbance by the Denver Airport Police, handcuffed, transported to first a holding cell at the airport, and then downtown for processing and booking. Up until the point of his self-removal from the flight, he had the option of boarding the aircraft as pilot in command and departing.

Except for Captain McCaskey's assistance in getting from the Denver jail back to DIA, support from United Airlines in this matter has been notably absent. Moreover, he is personally liable for any and all legal fees and other expenses resulting from this incident, even though he was in the pursuit of his duties, and his final decision to remove himself from the flight was made with the overriding interests of flight safety in mind at the expense of his own well-being.

Amazingly, the Company has chosen to ignore his self-sacrifice and to instead issue a disciplinary letter of charge for unprofessional behavior. The Captain is currently awaiting the Company's decision after his hearing at IADFO.

The Company's behavior in this matter is unfathomable when viewed solely in the context of safe airline operations. But when you factor in their campaign against the stature and importance of the airline pilot profession their actions become understandable. Lastly, the fact that Captain Rood is an active ALPA volunteer, currently serving on the MEC Grievance Committee, makes very clear the motivation behind the Company's actions.

Date: Monday, March 28, 2011, 7:46 PM

Fellow Pilots,

I am forwarding this email from a fellow pilot so that you are all aware of what has happened recently. The first part of C/L/R is TEM, Threat and Error Management. The first part of TEM is Threat Identification. This email identifies a threat to all pilots that operate flights in and out of DEN as long as this particular CSR and police officer are still working there. Our ability to identify this threat to our jobs is critical and will allow us to avoid or mitigate the threat.

Although the CSR is identified by name and file number, I have asked our Council 57 officers to obtain a photo of the CSR and publish it in either an email or an ALPA DYK bulletin so that we can all have a photo as well. Unfortunately we do not have the name of the police officer that questioned Captain Rood's Captains authority and later arrested him. For this reason, I would suggest that pilots avoid contact with all local Denver airport police until this officer has identified and reassigned.

I am requesting that any of you who have served in the Marine Corps with Captain Rood or have flown with him at United, to please contact him via email and offer your support. The outcome of his United hearing is imminent and I will let you know the results. It is important to note that he has been well represented by Council 11 LEC officers and treated fairly by the DCA flight office. Once charges are filed by another employee group and forwarded up to United Labor Relations and Human Resources, it can be difficult for your local Flight Manager to diffuse.

This is not the first time there have been problems for our pilots caused by DEN CSR's. It is my understanding that recently there was a significant problem and confrontation between a DEN CSR and a couple of our Council 11 LEC officers, Marco Salazar and Bob Fox, involving positive space travel and denied seating. I would like to hear the details from them on this incident and if possible, the identification of the Threat/CSR.

Please feel free to forward this to as many other pilots as you may have on your email list. I know that Judy Lee has a significant email list of LAX 777 pilots and request that she forward this to all on her list.

Remember, "just because you are paranoid doesn't mean that they are not out to get you".

Sincerely,

Boomer Knutzen

DCA 777 F/O

Council 57 (by request due to current CA residence)

Begin forwarded message:

Subject: CSR incident

Rusty and Boomer,

It's been a difficult three months. Knowing that I have support from "comrades in arms" is immeasurable.

I know there is some friction between some of the MEC members, so I want to make it clear that Steve Brashear, Marco Salazar, and Bob Fox from C-11 and Todd Insler, Jerry Schoofs and John Hanson from the MEC have represented me well and diligently. .

Semper Fi,

John

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

Event Announcements (Click here for [Calendar](#)): to post [pcn.calendar@gmail.com](mailto:pcn.calendar@gmail.com)

This is the PCN Calendar designed for you to publish your 2011 event dates. Please send them in to Kim.

Click here for our PCN [Calendar](#).

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

From: "Al" <[al@wa4ewv.net](mailto:al@wa4ewv.net)>  
Date: Mar 31, 2011 7:39 AM  
Subject: Looking For  
To: <[mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)>  
Good Morning Mark:

Will you please put the following "looking for" notice in a forthcoming PCN?

Al Lee is looking for **Forrest Clark**, Delta Pilot, based in Houston in the '80s. He flew in the Jax guard with a friend's father, and he would like to get in touch with him.

Al Lee

767ER retired 2000

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From: "David L. Roberts" <[robertsDL@mindspring.com](mailto:robertsDL@mindspring.com)>

Date: Apr 1, 2011 6:46 AM

Subject: Looking for Pilot

To: <[misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)>

Hi Mark,

I'm looking for retired ATL **Captain Kenneth D. Howell**. He and I were in the same USAF Reserve unit for many years and he's dropped off the radar screen. If anyone has his address or knows his whereabouts, please send it to me.

Thanks,

Dave

<[robertsDL@mindspring.com](mailto:robertsDL@mindspring.com)>

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

If you have something you represent that has a commercial interest, place it in the new service of [PCN Ads](#). Designed especially for our group but available to the industry. Registration is free and so are some ads. The rest start as low as \$5. Enter you promo in [PCN Ads](#).

**Hangar Flying** (Share a bit of ole hangar flying with the net. Need a sim buddy? Use PCN for request) :

A great flying video, sorry Navy guys, mostly Air Force and Army! But you guys appreciate the finer things in life, don't, you?

---Sent: Friday, April 1, 2011 3:15:13 PM

Subject: Courtesy of the Red White and Blue

<http://www.youtube.com/watch?v=wbV3lf1HzQI>

This music and this video capture OUR Air Force. Put the sound up and go full screen.

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**From:** [Carole Neubrand](#)  
**Date:** 4/3/2011 12:04:19 PM  
**To:** [Undisclosed-Recipient@smtp103.sbc.mail.gq1.yahoo.com](mailto:Undisclosed-Recipient@smtp103.sbc.mail.gq1.yahoo.com)  
**Subject:** Built in 1941 B-24 Lib history

This is an interesting history of Ford producing B-24s. It is an old film, but has very good descriptions of the bombers.

For those who live outside of Michigan, Willow Run is near Belleville, Canton and Ypsilanti, MI .

It's amazing that one B-24 (built with over 1.25 million parts) came off the assembly line every 55 minutes

Take a few minutes to watch this snapshot of history.

Double Click on: Bomber\_plant.wmv  
[http://xa.yimg.com/kg/groups/15654030/1604819366/name/bomber\\_plant.wmv](http://xa.yimg.com/kg/groups/15654030/1604819366/name/bomber_plant.wmv)

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**From:** [FRED MUESEGAES](#)  
**Date:** 4/3/2011 7:12:54 PM  
**To:** [Undisclosed-Recipient:](#)  
**Subject:** Fw: 1945 Color Video Vintage Footage

THIS IS SPECIAL!

*Great video of a Spontaneous Victory Parade in Honolulu in 1945.  
Take a look at this video-absolutely fabulous! Notice the cars and jeeps, youth. The guys in khaki or gray shirts and black ties are Navy officers or chiefs. The rest are Army or Marine. How young they all were to do what they did.  
This guy really captured a moment in history! (You can listen to Jimmy Durante singing "I'll be Seeing You" in the background, too)  
This is a super video of a time past - we need to remember and be THANKFUL.  
Check out the color fidelity. It's not bad for 1945. Nothing will ever compare with Kodachrome film.*

Click here for the video: <http://vimeo.com/5645171>

Political (food for thought):

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

From: "David L. Roberts" <[robertsDL@mindspring.com](mailto:robertsDL@mindspring.com)>  
Date: Apr 1, 2011 6:42 AM  
Subject: Two Girls In A Box - Unbelievable!  
To: "MY AVIATION PHOTO FANS" <[robertsDL@mindspring.com](mailto:robertsDL@mindspring.com)>

Here are two girls with "rubber" bodies.....

I just don't see how this can be possible, but... see for yourself...  
Amazing!

Click on the link

[http://www.jokeroo.com/bin/player.swf?5f9f\\_f369](http://www.jokeroo.com/bin/player.swf?5f9f_f369)

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**Mark**

Mark Sztanyo (Stän'yō), PCN Dir & HL Editor  
[Pilot Communication Net](#) from Aug 2009  
[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*. C&S, 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/>

National Retiree Legislative Network - <http://www.nrln.org/>

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