

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!

Beauty in the sky.

Pilot Communication Net - Group Section.....

Dear PCN (of over 2500 subscribers),

Mark's Remarks



Happy Halloween!

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Appeal ---joining the fight –

First, a couple of thoughts. I am not a DP3 operative, but I appreciate everything they are currently doing to engage a group-fight for our lost pension benefits. My thing is about information and connection, and thus the PCN. But as we approach some important event thresh-holds, I am a big cheerleader for the best effort we can muster to return to the pilots what they have already earned. I cannot imagine that effort being as successful as it can and may be with accumulation serious member numbers. Fortunately, there are many pilots who feel the same way I do and have thrown in their support in our appeal and likely our later law suit

efforts. I hope you are one of them. The retired group I am part of has simply been ripped off. There is no other way to frame it. Because of that, a good fight is in order. ALPA thinks our chances are slim to none. Well, that is a great vibe coming from the group that is supposed to be still representing us. Why was the DP3 necessary? Precisely, because of the previous sentence. ALPA did and does not represent us anymore. And thousands of pilots that helped build Delta airlines got thrown under the bus. This is a common industry malady, but one thought unheard of here at Delta. After all, we are/were family.....right? Like a brother who has turned on you, our Big Brother certainly has. Now, what is left are just a few skirmishes that we can join in battle simply to try and restore some of what was taken from us. Will we win? I really can't say, but I can tell you this much..... ***I am all in!***

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DP3 & PCN

Why the need for both? Simply put, here are two groups with different missions. The DP3 concentrates on organizing our group to strive for repair of lost benefits. While the PCN supports that effort, our mission has connection and communication ts its heart. Google Plus (A Facebook wannabe) now calls our life human connections "circles." Well, we all have family, college, military, work, hobby, and other, etc. "circles." I suggest that both the DP3 and the PCN remain part of your life "circles."

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PCN still slowly growing:

The number PCN's subscribers have stabilized from early on but still there is still slow growth in our size. Yeah, we get an unsubscriber from time to time (usually after reading a post that touched a raw nerve), but all in all the group is getting larger. I have to say that is a testament to our collective desire to stay connected and the quality of your contributions. If either one of those factors didn't exist than the ole PCN would become the OLD PCN. Spread the word, there is a welcome mat out, and thanks to all for making this group a viable one.

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Irons in the fire:

Personally, I am in an overload right now. Without the other manager's help such as Carol's, Dave's and Kim's, I simply could not do this job. Before the end of the year, I have some personal tasks to take care of but for the PCN, my list is getting longer. I desire to change the format of the High Life to a login protected Blog. The PCN Ads site needs repair. And I would like to expand and keep up more often with some of our services. When this will all happen? Well, it is kinda like that garage you have been meaning to clean out, one day soon.....I hope.

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Wisconsin Badger Fans:

Sympathies galore! Losses two weeks in a row on last minute miracles. Whhoooo boy!!!

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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/> *Updates temporarily suspended*
PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>
PCN Calendar - <http://pcn.homestead.com/Calendar.html>
PCN specific emails: misc@pilotcommunication.net
pcn.calendar@gmail.com
signup@pilotcommunication.net
illness@pilotcommunication.net
death@pilotcommunication.net
ads@pilotcommunication.net
mark@pilotcommunication.net

News Section.....

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

Delta leads pack in baggage fee revenue

Nashville Business Journal by Chris Baysden, Web Editor

Date: Friday, October 28, 2011, 9:31am CDT

Delta Air Lines Inc. collected more baggage fees and reservation change fees in the second quarter of 2011 than any other U.S. airline, according to airline financial data released Thursday by the **U.S. Department of Transportation's** Bureau of Transportation Statistics.

Atlanta-based Delta — one of the major carriers at Nashville International Airport (BNA) — took in \$226 million in baggage fees and \$201 million in reservation change fees in the second quarter.

Fort Worth, Texas-based **American Airlines** (NYSE: AMR) was a distant second with \$156 million in baggage fee revenue and nearly \$127 million in change fee revenue.

After Delta (NYSE: DAL) and American, the [top five in terms of baggage fees](#) was rounded out by **US Airways** (NYSE: LCC) with \$135 million, Continental with \$91 million and United with \$71 million.

However, United and Continental have the same parent company: **United Continental Holdings Inc.** (NYSE: UAL). Together the carriers generated \$162 million in baggage fee revenue — which would put them ahead of American if they weren't listed separately by BTS.

Read more: <http://www.bizjournals.com/nashville/news/2011/10/28/delta-leads-pack-in-baggage-fee-revenue.html?ana=yfcpc>

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Delta Soars in 3Q

Zacks Equity Research, On Friday October 28, 2011, 11:15 am EDT

Delta Air Lines (NYSE: [DAL](#) - [News](#)), the second largest U.S. airline, has reported third quarter adjusted earnings per share (EPS) of 91 cents that matched the Zacks Consensus Estimate. On a GAAP basis, earnings shot up 51% to 65 cents from 43 cents in the year-ago quarter.

Despite the surging fuel prices, the year-over year upswing was driven by aggressive fare hike actions, cost-cutting measures and unbundled offerings such as upgraded seats.

Revenue

Revenue climbed 10% year over year to \$9.82 billion and was above the Zacks Consensus Estimate of \$9.75 billion. Airlines traffic, measured in billions of revenue passenger miles, was flat year over year. Capacity or available seat miles inched down 1% and load factor (percentage of seats filled with passengers) grew 20 basis points year over year to 86.1%.

On an annualized basis, Passenger, Cargo and Other revenues increased 10%, 13% and 5%, respectively, in the reported quarter. Passenger revenue per available seat mile (PRASM) rose 11% year over year, led by a 13% jump in PRASM in Latin America and a 12% domestic hike.

Read more: <http://finance.yahoo.com/news/Delta-Soars-in-zacks-812625302.html?x=0&.v=1>

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

American-US Air Merger Would Bolster The Industry

by: Vaughn Cordle October 27, 2011

Apparently, my short note on the potential for bankruptcy at American Airlines ([AMR](#)) struck a nerve, given the volume of emails and calls received. As a follow-up and to encourage debate, it may be useful to throw out a few thoughts about a post-bankruptcy scenario.

AMR management appears to be using the bankruptcy scare as a means of influencing labor contract negotiations. Analysts are discussing the potential for bankruptcy because of liquidity concerns.

If the company ultimately files for bankruptcy protection and emerges successfully, its creditworthiness and ability to secure new aircraft improve. However, the airline will likely continue to be one of the weakest competitors with too much debt, unhappy employees, and a route network with revenue-generating potential that has been surpassed by larger competitors.

A merger with another airline, after or during bankruptcy, would produce valuable cost and revenue synergies, and further increase industry market concentration. This is an important consideration, as the Obama administration wants to dump \$36 billion in higher security and user fees upon the industry, and it appears that neither political party can be counted on to understand the impact those higher costs will have on the industry's size and structure.

Read more: <http://seekingalpha.com/article/302806-american-us-air-merger-would-bolster-the-industry?source=yahoo>

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

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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 Now Mar 18, 2011, April 29, 2011, July 29, 2011, Aug 29, 2011, Oct 28, 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 – VEBA has been created and in effect.

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

Your INSURANCE TRUST FOR DELTA RETIREES has ONE Road Show, and this is it! (Don't miss it!)



When:

Wednesday, November 2, 2011

Where:

Delta World Headquarters (Atlanta)
Delta Heritage Museum

Come to:

1. Learn about your Trust from Trust Board Chairperson **Sandy Rollins**.
2. Meet your other Trust Board Members: **Judy Bergstrom, Bonnie Hirschberg, Paul Schmidt, and Bob Werner**.
3. Learn about your 2012 benefits and premiums, and the future of retiree healthcare from your agent, **Gary Jacobs, EVP and his team of Karen Corley and David Easter from J. Smith Lanier & Co.**
4. Learn about the many benefits of Health Advocate™ and Medical Bill Saver™ Advocate from **Patti Imken, Sr. V. P. of Health Advocate™**.
5. Learn first hand about the status of the Delta subsidy.



How to get there:

Driving:

Enter South Gate, and be sure to bring your Parking Pass!

[Click HERE to print a copy of the 2011 Road Show Parking Pass.](#)

Flying In:

Free Delta Employee Airport Shuttle Bus (Available for Retirees Only) ATL to General Offices of Delta Air Lines, Inc.

About the Shuttle:

This is a free Delta Shuttle Bus from the Airport to Delta General Offices. **It is for employee/ retiree use ONLY (spouses and family member are not allowed to board)**. Retirees must show a retiree ID.

The shuttle is called the **Delta General Offices East Gate (GOE) Bus**, and it leaves from the lower level at the airport about every 15 minutes.

The lower level is below baggage claim and the bus is marked "GOE". It does stop at the North Parking Lot before going to the Delta General Offices.

When the bus gets to the General Office, you will see the Museum and it is a short walk away. You would return to this drop-off spot for your return to the airport. The return trip goes directly to the airport, and



While you are there:

Plan to visit historic Hangars 1 and 2 and see The Spirit of Delta, which is open for visitors Wednesday between noon and 2:00 p.m. The Delta Air Transport Heritage Museum is devoted to collecting and preserving the history and heritage of Delta Air Lines and all of the airlines that have merged with Delta in the past. This includes Chicago & Southern Air Lines (1953), Northeast Airlines (1972) Western Airlines.(1987), Northwest Airlines (2008), and information about the acquisition of Pan Am's trans-Atlantic and shuttle routes 1991).

And:

Get your FLU SHOT. Be sure to bring your Medicare Card if you are age 65 or over, or your Medical Insurance card if you are under age 65.

6. Ask questions about your benefits and
The Trust.

will drop you off at the lower level where you were
picked up.

Pension:

DP3 Consolidated Appeal Filed

October 28, 2011

The DP3 legal team filed our consolidated appeal with the PBGC on Friday, October 28, 2011. The appeal documents were hand delivered to the PBGC offices in Washington DC, and were also electronically transmitted to the agency.

If the USAIR pilot's case is any indication, it will take up to a year for the Appeals Board to render its decision.

DP3 will provide those of you who joined the appeal with the details in the coming days.

Please Note: For those of you still waiting for your final BDL from PBGC – as soon as you receive it, we will add you to the appeal in progress provided you send us your documents and comply with membership requirements within the 45-day window. Procedures for joining the appeal are on the Members Only Page. To be clear, this is only an option for you if you never received a final BDL (primarily our QDRO members) until after the appeal was filed.

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 **Appeal info:**

<http://www.dp3.org/>

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:

Joel Payne

Email flyplayne@bellsouth.net

Issue Area - General

Comments - For those of you who may have an interest in an almost daily report on aircraft incidents or accidents, you might try this site-

www.avherald.com

Joel Payne B767A [ret.]

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From: [robert moser](#)

Date: 10/25/11 09:54:47

To: [Mark Sztanyo](#)

Hi Mark,

doesn't it just warm the cockles of your pea-picin' little heart to know that you former employer is making money hand over fist while we retirees are basking in the sunset years enjoying all of the fruits of our labor and feeling happy that we were a part of this shitty company!

Editor: Yes, Rob, my heart is little and also pea-picin. And, yes, all what you say warms my heart inadvertently as my blood pressure rises. Just to add a little thought. What if I shared a belief that are former "airline" isn't in the airline business at all. They make money off pax fees and off the backs of their employees on health insurance. Dirty little secrets I know, but what used to be a traditional airline with a strong employee morale, has left the with the outgoing tide.

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From: [william brockett](#)

Date: 10/24/2011 12:00:02 AM

Subject: Fwd: Wages

Subject: Wages

Salary of retired US Presidents	\$180,000 FOR LIFE
Salary of House/Senate	\$174,000 FOR LIFE
Salary of Speaker of the House	\$223,500 FOR LIFE
Salary of Majority/Minority Leaders	\$193,400 FOR LIFE

Average Salary of Soldier DEPLOYED IN AFGHANISTAN \$38,000

Average income for SOCIAL SECURITY seniors \$12,000

I think we found where the cuts should be made!

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Editor: Can any of you light airplane drivers help the Capt out?

Chet Ladd

Email chetladd@yahoo.com

Issue Area - General

Comments - I have friend who is retired and took up flying just this summer. He is "looking at a 1963 Cessna 185 and a 1965 Mooney 20E. Both have low hours and low hours since engine rebuilt. Both have current annuals and have been hangered. Neither have any damage, nor glass which doesn't bother me since it is reflected in the price."

I have no experience with general aviation aircraft but I suspect some of you do.

Would any of you care to express an opinion about either or both of the above aircraft? All input is appreciated.

Thank you,

Chet Ladd

Human Interest:

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

From: [Ron Stowe](#)

Date: 10/26/2011 8:42:49 AM

To: misc@pilotcommunication.net

Subject: Remembering Checkpoint Charlie
Remembering Checkpoint Charlie

October 27, 2011 marks the 50th Anniversary of the stand-off between Soviet and US tanks at Checkpoint Charlie in Berlin. I'm sure everyone who is old enough remembers seeing pictures of this historic event on the cover of Life Magazine. This following video was produced by an acquaintance of mine, who lives in the United Kingdom and shares my passion for making YouTube travel videos. It provides an interesting look at the rise and fall of the Berlin Wall <http://www.youtube.com/watch?v=JZCwKiiZrs&feature=fvsr>.

Here are some of my recollections about my first trip to Berlin.

In 1989, a radical series of political changes occurred in the Eastern Bloc pro-Soviet governments of nearby Poland and Hungary. After several weeks of civil unrest in East Germany, the East German government announced on 9 November 1989 that all GDR citizens could visit West Germany and West Berlin. Crowds of East Germans crossed and climbed onto the wall, joined by West Germans on the other side in a celebratory atmosphere. Over the next few weeks, a euphoric public and souvenir hunters chipped away parts of the wall; the governments later used industrial equipment to remove most of the rest. The fall of the Berlin Wall paved the way for German reunification, which was formally concluded on 3 October 1990.

Delta started service to Berlin in the summer of 1991. I was new to Delta's international operation and was fortunate enough to be part of the inaugural flight from Atlanta to Berlin. After living through the era of the Cold War it seemed so intriguing to actually be flying into Berlin. The center of activity at that time was still in West Berlin, where our hotel was located. Having been completely rebuilt after WWII, West Berlin looked like any other modern city. After our overnight flight to Berlin, the entire crew took a quick nap, and headed over to East Berlin to see "Check-Point Charlie". What a contrast! East Berlin had not suffered as much damage during the war, so many of the grand old building were still

standing. We could still see bullet holes in many of the historic buildings such as the Reichstag (Parliament of the German Empire). Everything in East Berlin was still “communist gray” and there were very few shops or restaurants. Unter den Linden, the main boulevard of the city, was almost empty. Of course it didn’t take long for capitalism to change everything. My wife and I went back to East Berlin in 1997 and it was loaded with shops and restaurants of every description. What memories!

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From: hoogerwerf@bellsouth.net
Date: 10/24/2011 10:25:01 AM
To: mark@pilotcommunication.net

Mark:

I finished (finally!) my studies at Auburn University and received a PhD in History. The subject of my **dissertation is the origins of Delta Air Lines**. Doctoral dissertations are now “published” online and most (with the candidates approval) assessable to the public; mine is available to anyone.

The paper may be of interest to Delta folks who have wondered about their company’s early years. Since it’s free, I suspect on that basis alone it is an appropriate candidate for inclusion in your “shared writings, *free of charge*” section. Whether any one will wade through it or not, is another issue!

The title is:

“Roots: From Crop Duster to Airline; the Origins of Delta Air Lines to World War II”

<http://etd.auburn.edu/etd/bitstream/handle/10415/2408/AUETD%20submission%20120510.pdf?sequence=2>

This a PDF file and can be downloaded to Kindle or PC.

James “Jim” Hoogerwerf, PhD
Boeing 767 Capt. (retired 2001)
Auburn ‘10

Event Announcements (Click here for [Calendar](#)): to post 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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Get your holiday events in to be listed!

From: [George Chaudoin](#)

Date: 10/25/2011 2:48:24 PM

Subject: ROMEO breakfast

It's time again for our bi-monthly ROMEO breakfast. Mark your

calendars for Tuesday, November 1st. See you at the Hampton Airfield

Cafe @ 10 AM.

Warm regards,
Chris Rieder

Blue Side Up
George

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. Need a sim buddy? Use PCN for request) :

From: CaptGrumps@aol.com

Date: 10/17/2011 12:15:50 AM

To: mark@pilotcommunication.net

Subject: 1945 Airshow

Mark

Thought this would be interest to all pilots especially your Dad.

Doug Rounds

This was located at Freeman Field in Seymour, IN, a U.S. Army Air Base, which served as a training base during World War II and as the Foreign Evaluation Center for the Air Technical Service Command. German aircraft were brought to Freeman for evaluation. When the base closed down, it appears that a lot of aircraft were just buried since there were no funds to move them. Now they're looking for the spots where they're buried.

Sept 1945 Air show. Can you imagine going to an air show like this today?

<https://www.facebook.com/photo.php?v=1723870789084>

Political (food for thought):

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

Never heard this guy before but thought this routine quite funny:

Louis CK: Everything's amazing, but no one is happy!

<http://www.youtube.com/watch?v=itn8TwFCO4M>

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From: "George Chaudoin" <og1011@comcast.net>

Date: Sep 19, 2011 11:01 AM

Subject: new scientific information to know.

When you drink Vodka over ice, it can give you kidney failure,

When you drink Rum over ice, it can give you liver failure,

When you drink whiskey over ice, it can give you heart problems,

When you drink Gin over ice, it can give you brain problems.

Apparently, ice is really bad for you.

Warn all your friends

Blue Side Up

George

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From: [dave wall](#)

Date: 10/19/2011 7:36:38 PM

Subject: Why men are seldom depressed.

WHY MEN ARE SELDOM DEPRESSED:

Men Are Just Happier People -- What do you expect from such simple creatures?

Your last name stays put.

The garage is all yours.

Wedding plans take care of themselves.

Chocolate is just another snack.

You can be President.

You can never be pregnant.

You can wear a white T-shirt to a water park.

You can wear NO shirt to a water park.

Car mechanics tell you the truth.

The world is your urinal.

You never have to drive to another gas station restroom because this one is just too icky.

You don't have to stop and think of which way to turn a nut on a bolt. Same work, more pay.

Wrinkles add character. Wedding dress \$5000. Tux rental-\$100.

People never stare at your chest when you're talking to them.

New shoes don't cut, blister, or mangle your feet.

One mood all the time.

Phone conversations are over in 30 seconds flat.

You know stuff about tanks.

A five-day vacation requires only one suitcase.

You can open all your own jars.

You get extra credit for the slightest act of thoughtfulness.

If someone forgets to invite you,

he or she can still be your friend.

Your underwear is \$8.95 for a three-pack.

Three pairs of shoes are more than enough..

You almost never have strap problems in public.

You are unable to see wrinkles in your clothes..

Everything on your face stays its original color..

The same hairstyle lasts for years, maybe decades.

You only have to shave your face and neck.

You can play with toys all your life.

One wallet and one pair of shoes -- one color for all seasons.

You can wear shorts no matter how your legs look..

You can 'do' your nails with a pocket knife.

You have freedom of choice concerning growing a mustache.

**You can do Christmas shopping for 25 relatives
On December 24 in 25 minutes.
No wonder men are happier.
Men Are Just Happier People**

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I usually like to leave you with a laugh.

Today with a feeling that digs deep. This one will do it for sure.

Red Skelton and the Pledge of Allegiance:
<http://www.youtube.com/watch?v=Uo1DYvf0vQc>

Mark

Mark Sztanyo (Stăn'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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