

The Spirit of U'Hills

30 October 2009



PROGRAMS AND ACTIVITIES

- Nov 6.....Christina Zarza .. Global Health Scholarship Winner
- Nov 13....Curt Fentress..... DIA Architect, Subject: Trends in World Wide Architecture, Contextual Realism
- Nov 20....Zane Robertson. Subject: Active Minds
- Nov 27....Children's Holiday Party
- Dec 4.....John Villalta, Baghdad
- Dec 6.....Holiday Party Phipps Mansion
- Dec 11Lynda Drake Bayaud Staffer, Subject: Homeless for the Holidays

INSPIRATIONAL MESSAGE



Bob Deloian

Bob Deloian brought us our Inspirational Message today. "I thought what I'd try to do is to tie this inspiration together directly related to Rotary. "When I started looking at Rotary to be a member recently, I was very impressed by the history, the motto—Service Above Self—and the Four Way Test. These were similar values to those of my fraternity that was founded on 26 December 1847 at Miami University in Oxford, OH.

One of our founders said, "To do what ought to be done but would not have been done unless I did it, I thought to be my duty."

"One of our fraternity members who graduated from Ohio Wesleyan in 1947 was Dr. Clifford Dochterman who went on to become the President of Rotary International. A couple of my personal heroes also had a few things to say that really hit right on with what Rotary has in mind. Albert Schweitzer said, 'I do not know what your destiny will be, but one thing I do know, the ones among you who will be really happy are the ones who have sought and found how to serve others.' And, another big hero of mine was back in the '60s when I was in high school when he came to visit us before he ran for president was Sen. Barry Goldwater. Sen. Goldwater said, 'Very

few of us are as good as we think we are and none are as good as we can be.' To finish this, I'd like to say that in this day and age, I think it's a good idea for all of us to be kinder than necessary because everyone we meet is fighting some sort of battle."

"Please join me in the pledge:

"I pledge allegiance to the flag of the United States of America...

GREETER(S)



Art Judd and Ruth Wilson

President David paused long enough to thank our greeters today, **Art Judd** and **Ruth Wilson**. And this is what they looked like as they served as the first point of contact with the members, visiting Rotarians, and guests at our 30 October 2009 U'Hills Rotary Club luncheon and meeting.

INTRODUCTIONS AND ANNOUNCEMENTS

And, as David continued, he turned the mike over to **John French**, who will introduce our visiting Rotarians and guests. **Steve Whisenhunt's** first guest was **Joe Hubbard** who is a possible transfer from the Denver Mile High Rotary Club. Also, one of Steve's attorney friends: **Doug Mitchell**. He's relocated his practice to the southern metro area and Glenmoor is closer to his new location. Both Joe and Doug will probably join U'Hills and they're most welcome.

We have the contingent from DIA, **Mary Buckley** and **Dave Rhodes**. They will be introduced later in the program. **Cliff Litvak** had his daughter, **Donna**, with him as a guest today. "She is six weeks post op with her knee. She went to her doctor yesterday and he gave her a clean bill of health. She's doing great and we're all proud of her."

Tom Murphy reminded us that "We had the sixth grade winner of our West Middle School outstanding student award at our luncheon last week. We have the seventh grade coming up. So far, I have **Helen Hempel** down for that. **Ruth Wilson** can probably go on that one also. The interviews will be on 13 November. See me after the meeting if you want to participate."

"I got a call from 9News about the Nine Who Cares, the food drive. It will be 14 November. We'll be at Speer Blvd.



with one of their teams. There will be three shifts. If you have any questions, just ask.

“The next thing is our hockey thing tonight. We haven’t done this the last few years because we didn’t have enough people who wanted to participate. And, without the volunteers to do it right, it wouldn’t be a good reflection on Rotary. We’re covered for tonight and tomorrow night.” Tom then gave an explanation of what the volunteers do, how they do it, and where to park—a problem area. See Tom if you’re interested.

Marvin Hersh: “We’ve finalized all the arrangements for the Holiday Party. Put it on your calendars for 6 December, a Sunday. We’re going to be able to have it for the same price as last year, \$45 per person. That includes the food and all of the wine and beer. There are a couple of new things for this year. The event will start at 6 pm, and we’ll have a string quartet. Dress code: business dress. We’ll have more seating available than we had last year. So, if you prefer to roost, you’ll have a place for roosting. The string quartet will play from 6:00 to 7:30pm. Then at 8:00pm, we’ll have **Don Goe** and party with Christmas Carols as we did last year. We’ll have three food stations:

- American with prime rib and turkey.
- Italian food station
- Mexican food station

“Last year, very popular, we did the wine tasting in the library. We’re going to be doing that again. Our suppliers are going to provide us with a variety of really good wine. As you know, in the study, it can hold five to six people at a time. Since it’s Christmas, you might want to pick up some wine gifts while you’re there.

“We will be sending out announcements on 11 November. They will be written invitations and we’ll follow up with internet invitations. We can only have 130 people. That’s the maximum for that venue. So, please fill out the invitations quickly.”

SERGEANT AT ARMS

Moving right along, we come to the Sergeant at Arms segment of our meeting. And, standing in for the bona fide S@A is one **Rich Sattizahn**, who brought us a few good stories about flying with Southwest Airlines. Said Rich: “I don’t know how many of you have flown Southwest Airlines, but if you have, you may know that they have a highly relaxed attitude toward running an airline. They don’t take things overly seriously. These are things I actually heard on several different flights. One was a flight from Las Vegas to Denver. The flight attendant said, ‘In the very unlikely event of a water landing between Las Vegas and Denver...’



Rich Sattizahn

“Another one was during the summer, and, as you know,

before takeoff, a flight attendant goes down the aisle closing the overhead storage doors and they said, ‘Ladies and gentlemen, if you will look in the center aisle, Flight Attendant Alice is trying out our new Southwest Airlines deodorant...Southwest Airlines deodorant—strong enough for a man but perhaps not strong enough for Alice.’ And, Alice’s face turns as red as they get. But, my favorite one is, nearing the end of the flight, ‘Ladies and gentlemen. We’ve now landed at Denver and we want to share with you what my parents said to me when I turned 18: ‘Gather up your things and get out! [And, there’s another one in the same class: “To operate your seatbelt, insert the metal tab into the buckle, and pull tight. It works just like every other seatbelt, and if you don’t know how to operate one, you probably shouldn’t be out in public unsupervised.]”’

Rich was the first one to have something interesting to report. “This week, I found out that I have Type 2 diabetes. Apparently, 311 isn’t a *good* glucose reading. So, we’re working to get that down and avoid those side effects like blindness, loss of limb, and a few other unpleasant conditions; none of which has happened to this point. I don’t have to go to class for another week or two so I have no idea what’s ahead. But, finding out you have Type 2 diabetes the week of Halloween is not the best...(Laughter) I’ve talked to my doctor more during the last few weeks than I’ve talked to him the last four or five years. But, let’s see what other interesting things have happened to our group”

Jay Shoemaker: “My daughter is a sophomore at CU. When she was a freshman, she tried out for a co-ed *a cappella* group. Last year, they participated in a state-wide contest and won first place. So, this year they came back as defending champs. Not only did they have universities, they had the Air Force Academy, the University of New Mexico, Iowa State Hawkeyes¹—(to Rich Sattizahn: sorry buddy)—my daughter’s group won state champion again, for the third year in a row and they’re on TV.”



Tom Benson

Tom Benson: “I ran a half marathon a couple of weeks ago and...” The assembled Rotarians, ever vigilant, noticed Tom’s white ribbon with attached medallion and tactfully asked interested questions such as, ‘How can we tell, Tom?’ and ‘Did they give out medals, Tom?’ But, after the obligatory colloquy, Tom received a good round of applause and a few, ‘Good for you, Tom.’”

Phil Beaver: “I had a birthday but it was not a significant one, I’m not over the hill—yet—just a matter of 12 more years. And, I’m sorry to have missed the Golden Gloves program but I read all about it. But, we did take a trip to Montreal to check on our oldest and her college life in Mont-

¹ Later changed to read Iowa State Cyclones, after Sattizahn’s motion to a point or order.



real. Things are going great there, we enjoyed our trip but I will say that the flu goes through dorms like you can't believe. So, Saturday, we had the pleasure of going to see a doctor...the student's health clinic was closed on weekends at the university. Yes, we got to experience the Canadian health care system. I'm not sure it was socialized (pause), I'm not sure it was medicine (pause), but it was certainly French." ("Brought-the-house-down" applause, comments and cheers.)

Don Goe: "We were out in the northwest last Friday. It was Fran's birthday and we took the opportunity to let her celebrate it with the two kids that we have out in that direction. Fran's breathing was easier but she's not prepared to swap the rain for the altitude."

Red Holland: "In case you missed it, my old alma mater, Iowa State, beat Nebraska last week! We haven't done that since 1977!" (Cheers and applause)

Acting Sergeant at Arms **Sattizahn**, with the Iowa U. ties, informed us that, naturally, his Hawkeyes are his weekly favorite, but his second favorite each week is *always* the team that plays Nebraska. (We understand, Rich)

DAVE RHODES THE DIA MASTER PLAN

Tom Benson opened his introduction with, "As you may know, **Kim Day** is, effective in April 2008, the Aviation Manager at the Denver International Airport, the fifth busiest airport in America. You may have noticed in the paper this morning about some demands on her time. So, we got a call at about 8:00 this morning that the Manager of Planning and Development at the airport, **Dave Rhodes**, will be available to speak to us and we're delighted to have you, Dave. We also want to thank Mary, **Mary Buckley**, for coming and arranging for this today.

"**Dave Rhodes** was born in Wichita, KS, for all of our Kansas fans here. He went to high school in Salina, then to KSU where he got his EE (Electrical Engineering) degree. He worked in Kansas, then Pueblo, then to Denver, working with Barnes and McDonell, an engineering consulting firm. He was hired by United in their corporate real estate group and worked with them for six years. Then, DIA hired him away as the Director of Engineering and now he's the Deputy Manager of Aviation, DIA, with a capital expenditure budget of \$200 million per year.

"He's married, has two kids, is Past President of Professional Engineers in Colorado. And that reminds me of the story about the two NWA pilots who are about 150 miles east of Minneapolis and one says to the other, 'Which is closer? Minneapolis or the moon?' The other one replied, 'Well, duh! Can you see Minneapolis from here?' With that, I present to you **Dave Rhodes**."

Dave Rhodes: "Good after-



Dave Rhodes

noon and thanks for having me instead of Kim. I wasn't aware of this engagement until about nine o'clock this morning. I came to the airport and Wednesday's are casual dress days but I never wear jeans to the airport. But, on the snow day, today I thought 'Well, who's going to see?'

"So, what I'm going to attempt to do is to give Kim's presentation. What we're going to do is talk about the DIA master plan. We've been working on this for about a year and we've been making some progress in looking at the master plan and evaluating alternatives. It's all about how we're going to develop the airport. When the airport was first envisioned, the first master plan was done at that time. It was a very forward thinking plan, one that was unique in the world of aviation and continues to be. It's one of the reasons that DIA is the asset it is today.

"And, we want to remain a premier airport and the time to look at our master plan is now. It's one of the reasons we come out and speak to groups like yours: we want to get the message out. Comments and questions are welcomed.

Dave's outline slide displayed the components of the aviation industry and its complexity. "As Tom said, I was with United Airlines for six years. I was on the airline side, trying to stay alive in that industry. Now, I'm in the airport business. So, I have a pretty good perspective on this industry. It's very complex, it's very dynamic. With this as background, I would recommend to you to never buy stock in an airline. And, now I have experience in bankruptcy. United bankruptcy in 2002, the Frontier bankruptcy, and Continental declared bankruptcy even before that, right after the airport was built. The question for DIA was how to deal with the requirements of airlines and what they are going to need tomorrow when they themselves don't know what they are going to need tomorrow.

"Now, let's set the stage and talk a little bit about statistics. Our passenger traffic has been quite strong over the past several years. In 2008, 51.2 million passengers went through the airport. That gave us the ranking of the fifth busiest airport in North America, and at the end of 2008, we were the tenth busiest airport globally. So far, this year, we're the ninth busiest.

"The airport was built for 50 million passenger per year. That was the original master plan. Since we're at 51 million, we're on the edge of trouble. We've built the sixth runway and added several gates since then. But, it's the time to take a look at what we should build from here on. Our first master plan revision was for 100 million passengers. Is that the right number? The average day in the peak month, July '09, was 164,000 passengers, 870 flight departures, and 1,825 operations...takeoffs and landings."

Dave's next slide was a tabular display of the rankings of global and national operations. "We're fifth in the country, and we've passed Frankfurt so far this year. One of the statistics that is my favorite, look at the rankings where we are fifth. If you look at the top four—Atlanta, Chicago, LAX, and Dallas-Ft. Worth—if you consider the size of those four airports, you can fit all four of those airports inside the DIA boundaries and still have room for a golf course."

Question (Pool): "Does that left side say that Atlanta is the busiest airport in the world?"



Answer: “Yes, Atlanta is the busiest airport in the world.

“The next slide is a world map illustrating all the airports the DIA airlines fly to and illustrates, in part, where we are and who we are. Just in the last few weeks, United, Frontier, and Southwest announced increased service from DIA. They include four domestic markets: Louisville, KY; Midland, TX; Hartford, CT; and Ft. Myers, FL. That puts us to 161 non-stop destinations from Denver. I don’t think you can find any of those 161 destinations that don’t have more than one other carrier serving that destination. Conclusion: we have lots of competition.

“For international service we have good links to Canada and Mexico. Frontier continues to provide the only non-stop service to Costa Rica. Lufthansa has a daily non-stop flight to Frankfurt. British Airways has a year around service to London and United supplements that on a seasonal basis to both Germany and the UK.

“One of our long term air service goals is to increase this non-stop international traffic. Our marketing group is being very aggressive to try to keep our name out in front of international carriers. We’re looking at the Far East, additional service from Europe. We have a good story to sell.

“Like many economists, we’re reluctant to say that a recovery is in full swing. **Gary Kelly**, the president and CEO of Southwest Airlines sums up the feeling that they haven’t seen signs in their bookings that business travel is recovering to levels that had been sustained before the recent recession.

“The recent upward pressure on fuel prices is a particular concern. Oil prices rose to their highest prices in the past year and although its not currently as high as it was the past year, with a record peak of \$147 per barrel last summer, any increases in oil prices concerns us and eats away at the profits of the airlines.

“At this point, we are a little over 2% down from last year, our record year. If you take a look at airports around the country, a lot are looking at double digit reductions. In both July and August, we set all-time record traffic levels. So, July and August beat any other month in any other year. We think it’s due to the competition in fares. We have Southwest, Frontier, and United all competing for your business. The fares are down if you like to travel.”

Dave’s next slide was an overview of the master plan with its six overall steps. “We’re at about step four, the preliminary recommendations. You can’t see the detail in the back of the room, but we’ve gone into a lot of details regarding future needs and are now in the process of examining some possible solutions in the master plan.

“We feel that DIA is a community asset, a regional asset and each of you have a vested interest in its success. With this in mind, we’ve embarked on a campaign to present the elements of the master plan to all of our stake holder groups. This has included numerous briefings to federal officials, airlines as well as our partners here in the state and the region itself.

“In addition, we’ve established an advisory committee composed of metro Denver businesses, community government leaders who have provided us with feedback in the planning process.

“Where we started with the master plan is with a forecast of the next 20-30 years. We’ve looked at a number of different scenarios...and they’re all probably wrong. But, you start somewhere. If you look at the traffic of any airport, it has dramatic upturns, downturns. But, there has always been a continual growth. In our growth forecasts, the projected line is nice and smooth although we know it won’t be that way. It just provides us a framework for our growth.

“Scenario 1 is the highest growth, assumes a continuing hubbing operation...hubbing from United and Frontier. Scenario 2 is basic O & D—Origination and Destination—the passengers that start their journey here and end their journey here as opposed to the transfer traffic, people flying through Denver.

“Our short term is one additional runway for seven total; probably 20 additional gates on existing concourses A, B, and C; increased international processing and international gates; expansion of our automatic train system; baggage system improvements; expansion of passenger security screening; a FasTracks rail station that you’ve been hearing about...one of our jobs is to build a station at the airport; an on-airport hotel that will be fantastic; then, parking and rental car expansion.

“When you say DIA baggage system, that usually gets your hairs to bristle on the back of your neck. When I was with United, my job was to shut down the automated baggage system. United had been using it since the airport opened and processed 100% of their outbound bags with this system and it worked very well. It was an excellent system when we were using it, but it cost about \$1 million per month to operate and maintain. So, we just decided that maybe we could just use the old tug and cart system for awhile.

“That is a temporary situation because as this airport grows, we need to deliver bags out to the concourses for sortation (Yep, that’s what he said...sortation...and my Webster Unabridged has never seen/heard it before). Ironically, my job now is to build a new automated bag system. In a nutshell, the scope of that bag system was overwhelming. It and the control systems were incapable of handling a system like that at that time. I’m not even sure, 20 years later, that the control systems of today would be able to handle a system like that. So, you reduce the scope of the system, you make it multiple systems instead of one system so you can put it together in pieces, do it logically. It’ll be fun. It’s worth a whole new talk. I’ll come back when we start to kick that off, come back and talk to you.

“Long term anticipated needs, 2015 to 2030-35, we see nine to 10 total runways, 100 additional gates, concourses D and E, north of A, B, and C, additional international security screening, in short, just about more of everything.

“We feel that DIA is a community asset, a regional asset, and each of you have a vested interest in its success. With this in mind, we’ve embarked on a campaign to present elements of the plan to stake holders.”



"We'll probably keep the present configuration of the runways...keeping arriving and departing aircraft separated works well and is relatively easy to plan and build. Another product of the master planning of options is to put the new concourses D & E on each side of the terminal, one west, the other east of the terminal, oriented north and south, rather than the current east-west orientation. It lessens the impact on the train system, it tightens up the airfield. If we put D & E north of A, B, and C, it's almost two miles out there to the farthest one north, E; a long distance for bags, a long distance for people."

Question: "What does that do to parking?"

Answer: "It pushes it out. It takes the long term parking and moves it out somewhere else. One of the things we're looking at is a people mover system that would go into the terminal. You wouldn't have to use busses, you'd park out remotely and a train would take you right in to the terminal. We could also do that with the rental car companies."

Question: "What do these plans do to the freight traffic?"

Answer: "Freight traffic will absolutely affect enlargement of the terminal footprint. Freight traffic has gone way down. It never developed into what we originally thought it was going to be. The original master plan had freight way up north of the passenger terminal. And, you can still do that...put the freight companies up there with the northern runways."

Dave ended his presentation with a slide of the globe with Denver "Right where it should be...at the center of the universe." The slide showed arcs from Denver to destination throughout the globe and the flight time to each of these destinations. "You probably can't see the concentric circles, but it shows how much of the globe can be reached from Denver. We believe that Denver will continue to grow and to be a significant hub in world wide operations. And, the master plan is what we will use to guide us."

"Thank you very much. That concludes the presentation. If you have questions I'll try to answer them."

Question (Benson): "One of the things that's been on the news is changes that may happen in the actual terminal portion of the airport. Will you discuss that?"

Answer: "There was reporting in the paper that had us turning the Great Hall into a secure area. That's caused a lot of consternation such as 'Where are we going to meet passengers, how can you do this, and what does that mean?' Well, we don't know. It's not something we're going to be doing next year or the one after or the year after that. It's an idea of 'How do we take advantage of the Great Hall, that is a fantastic space and what do we do with that?'"

"We're not going to have an answer on how to deal with that until we do our south terminal expansion planning. We plan to expand the terminal to the south when the rail station comes in. It's where the hotel is going to be. It will be at the level where our security is, Level 5. We'll take that elevation and continue it on south and create a plaza out there. The train station is actually below on Level 1, so it comes down quite a bit. We'll have a lot of dirt to move."

"So, what does that mean? How do you move TSA out

of there, how do you do all the other things that will need an expanded space? We don't know yet. So, we think that it's premature to criticize something that's still in the planning stages with multiple options of what goes where and when. If it's not going to work, we won't be doing it. Airport planning involves not only aircraft passengers. It also involves people who come out to meet and greet those aircraft passengers. So, we must take care of those people just as much as we take care of the aircraft passengers. We're not going to make you wait on the curb to meet someone. Watch and we'll see what evolves. We'll do it right. Guaranteed."

Question (Goe): "Two part question. How much of an economic asset is your solar generation facilities and are you going to expand on it?"

Answer: "It's two megawatts of photo-voltaic generation out there. It's probably the most visible array in the country. There are others out in the middle of nowhere but ours is out there so you can see it. The airport did not pay for that. That was a developer that did that. We were involved in that we provided the land, we agreed to purchase about 10% of the power generated. In six years, we can buy it and we probably will. DIA is a large power user. It provides a little less than 10% of our power when the sun is shining."

Question (Newton): "At one time, there was an issue that in the summer time, jets couldn't fly internationally because of reduced lift in hot weather. Is that still an issue?"

Answer: "Yes, it is. Physics does not change in Denver's takeoff favor. We have thin air here and when the temperature rises it further affects the thinness. So, aircraft must deal with that by reducing loads. When the temperature rises, actual air density is equivalent to the air density at a higher elevation."

"Boeing is going to help us with their 787, due out next year. The range on the aircraft is going to give us access to markets that we can't serve non-stop with current aircraft. It's also an issue with smaller aircraft. If you ever fly from Denver to Vail during the summer, that plane will not have its full load of passengers. We have to pull passengers off so that the aircraft can takeoff safely."

Question (Dixie): "Are you working on getting the arrival/departure marquees on line or setting up displays at the 45 minute parking area?"

Answer: "The question for those who couldn't hear it, is 'Are we looking at putting the flight information displays on line or at the 45 minute parking line. The answer to both questions is 'Yes.' Actually, you can get the flight information from our web site right now. But, it's not what you'd call user friendly...yet. We're working on a total redesign of our web site so, stand by. Hopefully, in a year from now, you'll find that we have the best web site in the U.S. At the 45 minute line, it's a great idea and we're looking at it also."

Question (Gardner): "Would you offer your personal opinion of the horse sculpture at the entrance to DIA?"

Answer: "Personal opinion on the horse? Yes, absolutely because it was my group that was responsible for installing it. And DIA Art is now under my purview, the public art program. I'm an engineer and engineers and art don't



usually mix very well. What I like in art may not be what other people like.”

Question (Pool): “Do you mean you put up that horse?” (laughter)

Answer: “Yeah, I put up that horse. I didn’t really like it and then when I got to go through the installation, I got to like it more and more. When it came in, the artist had these eyes that were always red. But, they were these outdoor reflector flood lamps with red paint on the outside. I said, ‘We can’t have that. They’re horrible and they’ll burn out in less than a month, big maintenance problem. So, we need to come up with different lamps. Find an LED or something like that.’ And, my electrical engineer did. So, the eyes, when I first saw them, you gotta see this lamp. I looked at it, went ‘Oh-Oh’, because it had a very focused light pattern. If you look at it from the side, it’s red all right, but when you go around and look at it dead on, it gets *very intense*. So, if you’re driving around you can see the red but when you get in position, it looks like it’s really gettin’ to look at you. It really pumped up the evil. Then, after awhile I said, ‘Y’know, I like that.’ I really like the horse now. I think it’s fantastic and the more people who say, ‘I hate those eyes’ I go ‘Heh-heh’ and grin. Thank you very much and enjoy your next flight from DIA.”

President Dave Wood then presented **Dave Rhodes** our certificate for a donation, in his name, to one of the Rotary water projects now under development.”

DAVID’S THOUGHT FOR THE DAY

“My thought for the day is from **Paul Theroux**. He wrote:

Travel is glamorous only in retrospect.

Have a good weekend.”

U’HILLS ROTARY LUNCH PAYMENT

During the review of the U’Hills budget and expenditures at the meeting of our Board of Directors, the evening of 3 November 2009, **Jerry Regan**, Treasurer, reminded us that the cost of lunches at Glenmoor CC is the largest single line item in our operating budget. And, there are indications that the policy on lunch payments may not be adequately understood by all members. He suggested that to be sure all members know the payment policy for U’Hills members, guests, and visitors, a short summary of lunch payment policies would probably be a pretty good idea, and could help avoid embarrassing situations at the sign-in table. And, here they are:

- Quarterly dues include lunch cost for all active members.
- Exempt members pay \$17.00 for lunch each time they attend.
- The charge for each member guest (i.e. spouses, children, business associates, friends, etc.) is to be paid before the meeting when signing in your guest.
- Lunch is paid for prospective members two times. If a prospect attends more than twice before submitting an application for membership, the prospective or sponsoring member is to pay \$17.00 when signing in.
- Lunches for speakers, scholarship, and award recipients are paid for by the club.

If you have questions not addressed by the above, please contact **Jerry Regan** or anyone at the sign-in table at the entrance to the dining room.

Linda Tschappat, wife of Past President of the University Hills Rotary Club, Robert Tschappat, 1983-84, passed on 31 October 2009. Services will be held at the Fairmount Chapel, Fairmount Cemetery, at 11:00 am, Friday, 6 November 2009.