

PCN Services – High Life *Newsletter, News, Events, Deaths, Illness Notices* and PCN Calendar

Large Web Community for World's Largest Airline

A merger on Aug 1, 2009 of RSP and Delta Retired Pilots Communication Network

High Life

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

Dear PCN,

Group Section.....

Mark's Remarks:

News Section.....

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

Thursday, March 11, 2010, 3:18pm EST

Hartsfield-Jackson still the busiest

Hartsfield-Jackson Atlanta International Airport was America's busiest airport in 2009, according to data Thursday from the **Bureau of Transportation**

BTS reported Atlanta's airport had 41.7 million enplaned passengers in 2009. Its closest competition, Chicago's O'Hare, had about 29 million.

In 2008, Hartsfield-Jackson enplaned 43.1 million passengers.

The number of scheduled domestic and international passengers on U.S. airlines fell 5.3 percent to 703.9 million in 2009 -- the lowest annual total since 2004.

For the year, U.S. airlines carried 5.2 percent fewer domestic passengers and 6.3 percent fewer international passengers in 2009 than in 2008.

Atlanta-based **Delta Air Lines Inc.** (NYSE: DAL) ranked third among U.S. carriers in 2009, with 67.7 million enplaned passengers (down 5.4 percent from 2008).

Read More: <http://atlanta.bizjournals.com/atlanta/stories/2010/03/08/daily69.html?ana=yfcpc>

+++++

THE STREET.COM

Delta Fighting Despite Setbacks

Ted Reed

03/10/10 - 02:11 PM EST

ATLANTA ([TheStreet](#)) -- Despite two recent setbacks, **Delta**([DAL](#)) has no intention to throw in the towel in either case.

At a JPMorgan investor conference on Tuesday, Delta executives offered their first public responses to unfavorable decisions last month by both the U.S. Transportation Department and Japan Air Lines.

On Feb. 9, **Japan Air Lines** rejected Delta's bid to replace American as its partner. On Feb. 10, the U.S. Transportation Department restrained Delta's bid to expand at LaGuardia Airport by acquiring more La Guardia slots from **US Airways**([LCC](#)) in exchange for slots at Washington National and other assets.

In the regulatory case, the DOT said it would not approve the deal unless Delta and US Airways sold some of the slots to other carriers. On Tuesday, Delta President Ed Bastian said, "We are still helpful we can get the deal closed and we are working to that end." Previously, both airlines had said they were studying the issue.

Bastian said the DOT imposed restrictions "that neither (we) nor US Airways likes. We're looking at our options. We still have a strong interest in going forward and (we) continue to talk to US Airways ... we're hoping to get that transaction done."

Read More: http://www.thestreet.com/_yahoo/story/10699950/1/delta-fighting-despite-setbacks.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA

Other Airline News (Recent stories of interest):

Three Airlines Near Deal for an Expanded Alliance

March 11, 2010, 6:04 am

European antitrust regulators on Wednesday took a step toward approving an expanded alliance between **British Airways**, **American Airlines** and **Iberia** after the airlines offered to give up landing and takeoff slots at airports serving London and New York, The New York Times's James Kanter reported.

The **European Commission** said the three airlines, all members of the Oneworld alliance, had offered to cede slots at Heathrow, Gatwick and Kennedy Airports.

Read More: <http://dealbook.blogs.nytimes.com/2010/03/11/three-airlines-near-deal-for-an-expanded-alliance/?partner=yahoofinance>

+++++

New strategy for a retirement plan:

Homeless Executive Lives Off of Rewards Points

On Friday March 12, 2010, 11:34 am EST

Here's proof that all those frequent-flier miles and rewards points you've racked up are good for more than a subscription to Golf Digest.

Jim Kennedy, a 46-year-old executive in Southern California, went from [six figures to homeless](#) in less than two years after he lost his job as a corporate-development manager, had to file for bankruptcy and then lost his Newport Beach condo to foreclosure, the OC Register reports.

Now, he's using the more than one million frequent-flier miles and rewards points he accrued in his career to survive and help stretch the few dollars he has.

He's not your typical homeless guy: He drives around in a leased BMW, but hops from hotel to hotel, including a stay at the Motel 6, and tries to keep his food budget to \$5 a day. He looks for places with free Internet to facilitate his job search.

He's found that mixing cash and points gives you the best value. This week, he's at a Holiday Inn in San Clemente Calif., paying \$25 a night, after cashing in 5,000 United Airlines (NASDAQ: UAU) miles. Bonus: Free breakfast!

You can [cash in miles](#) for more than hotels and magazines - you can use them to buy food (be it at a restaurant or Kmart), drugstore items, clothing, gasoline - even a haircut!

Read More: <http://finance.yahoo.com/news/Homeless-Executive-Lives-Off-cnbc-841648532.html?x=0&.v=1>

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

FINANCE: CLAIMS/PBGC/HCTC/INSURANCE/PLANNING/TAX/ESTATE

Remaining financial items for retirees to watch:

After Aug 2007 these are retirement items remaining with financial consequence.

1. ~~PBGC 2nd look re-calc at qualified annuity benefits~~ - **completed 8/24/07**
2. ~~PBGC make up lump payment for underpayments since termination~~: **most reported received 1/31/08**
3. Final claim distribution by DAL through BSI - **pending (now likely in '10 according to Kight)**
4. ~~Class Action suit against DAL concerning 5 yr look-back worth in excess of \$100 million~~ - **withdrawn**
5. Final PBGC re-calc "determination" of qualified annuity (likely after claim stock sale) - **pending**
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.

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

Pension:

DP3 Chairman's Update

March 10, 2010

[Our Mission Statement](#)

To work to preserve the earned pensions, health insurance and other benefits paid by Delta Air Lines to retired Delta pilots, their dependents and survivors.

Dear Mark,

During the February DP3 Trustee meeting, we discussed many issues of importance to the retired Delta pilots. Rather than providing a full recap of that meeting in this letter, you can read the minutes posted on our web page here: [Minutes of the February DP3 Board Meeting](#).

2010 DP3 Dues Program

One major issue we discussed concerned the DP3 2010 dues program, while another addressed efforts to update the membership database to ensure that it is current prior to the issuance of the PBGC's **Final Benefit Determinations (FBD)**, which could **take place as early as this summer**. It is important to note that, once the final determinations are issued, a retired pilot will **only have 45 days to appeal** his or her benefit determination and it is imperative that DP3 be able to contact all retirees as soon as the FBDs begin to arrive.

DP3 Honor Roll Members and the PBGC

Experience shows that the PBGC will use every gray area to minimize their obligations to individual retirees. We are currently working to change how the PBGC makes those determinations, and DP3 has retained a premiere legal firm in Washington experienced in representing retirees before the PBGC and in Federal Court, if that step becomes necessary.

Thank you to the many retired pilots who have already contributed their 2010 dues and have updated their email addresses. The current DP3 Honor Roll lists all members who are up to date on all dues and assessments through 2009, but on March 31, the Honor Roll will only include those members who are current with all payments including the 2010 dues. If you have not yet paid your 2010 dues, please do so as soon as possible as DP3 will only represent our Honor Roll members if future legal action is warranted.

The Importance of Supporting DP3 Now

These contributions are not only important because they support DP3's ongoing expenses, but also because they allow us to measure the level of commitment within the retired pilot community. If the PBGC does not make its FBDs in a manner that both (a) treats us fairly and (b) recognizes the full value of the pension payments Delta made to the agency at the time of the pension termination, then our only option will be an expensive court battle.

Some retirees have indicated that they will support DP3 only after we are successful.

Let me make it clear that without the financial resources to carry on the potential legal challenges DP3 will never be successful. We need your commitment now, not after the legal process has run its course!

Can DP3 Help You?

Our goal is to ensure that every retired Delta pilot **receives the same annuity from the PBGC (for their qualified benefit) as they were receiving from the Delta Pilot Retirement Trust in September 2006.** If you look at the difference between your pre-termination Delta pension benefit (the payments you received monthly from Delta between October, 2005 and September 2006) and your current PBGC monthly annuity, you can quickly calculate what you have at stake. Some of the more recent retirees might easily recover in a single month the total of all DP3 dues and assessments to date.

The time to show your support is today, not after the battles have been fought.

Sincerely,

Will Buergey
Chairman, DP3

Visit our web page: www.dp3.org

Visit our BLOG: <http://dp3org.wordpress.com/>

+++++

Nominations for the 2010 DP3 Trustee Elections

March 11, 2010

Elections for the DP3 Board of Trustees are coming up with three of nine seats open. The term is for July 1, 2010 through June 30, 2013. DP3 Trustees are elected to serve three-year terms with the terms staggered so that one-third of the current DP3 Trustees are subject to reelection each year.

This will be an important year in the history of DP3 as we pursue our legislative agenda in an attempt to mitigate some of our pension losses from the Delta bankruptcy. We also expect the PBGC to issue its final benefit determination letters later this year, an event that will start the 45-day clock to appeal those decisions. We are looking for enthusiastic, committed volunteers to help us achieve our ambitious goals.

NOMINATIONS

Nominations close on April 15, 2010. Any DP3 Honor Roll member can nominate himself/herself or a fellow DP3 member. To either run for office or vote in the upcoming election, all dues -- including the 2010 annual dues of \$100 -- must be paid before the election process begins on May 1, 2010. The annual dues, or any previous DP3 assessments, can be paid via credit card on our

web page at this link: [Pay DP3 Dues Now](#) or by sending a check to *DP3, PO Box 76362, Atlanta, GA 30358*.

ELIGIBILITY AND DEADLINES

Nominees eligible to be on the ballot for election as a DP3 Trustee must, (a) be at least eighteen years of age, (b) must have consented to the nomination, and (c) must be a member in good standing as defined in section 2.2 of the DP3 Bylaws. Please submit your nominations to Wendell Lewis, the chairman of the Nominating Committee, using the "[contact us](#)" menu item on the [DP3 website](#). Nominations will be open during the remainder of March with the closing of nominations set for April 15, 2010. The DP3 Nominating Committee will announce the top six nominees, automatically including the two trustees running for another term, no later than May 1, 2010. Voting will take place by email ballots submitted by DP3 members in good standing between May 1 and May 31, 2010, at noon EDT.

ELECTION CYCLES

One third of the trustees are elected in each election based on a 3-part cycle. The A-cycle trustees are up for re-election this year. The terms of the following A-cycle Trustees expire in June 2010: Will Buergey, Tom Seever, and Jeff Pickett. Jeff Pickett has decided not to seek another term, while Will Buergey and Tom Seever are standing for reelection.

More information is available on the election process in the [Bylaws section of our web site](#), or click the link in our quick links bar at the top left.

Wendell Lewis
Nominating Committee Chairman, DP3

Commercial Section.....

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

Section reserved for future content.

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

+++++

From: [Jim Ehmer](#)

Date: 3/12/2010 10:15:44 AM

Subject: Nonrevs beware - Unintended consequences of new flight rules...

Unintended Consequences of New Flight Rules...

[http://www.mrswing.com/articles/Unintended Consequences of New Flight Rules II.html](http://www.mrswing.com/articles/Unintended_Consequences_of_New_Flight_Rules_II.html)

"...to avoid those fines, they [air carriers] will aggressively cancel flights before and during storms—even if the bad weather never materializes.

The threats could foreshadow significant changes in air travel, making it even less reliable for millions of road warriors and vacationers.

By canceling flights, it could take days for all travelers to get home when storms."

+++++

Subject: NWA – DAL Retiree pass priority

Issue Area- Non Rev

Comments -I've heard from a fellow DAL pilot retiree that pre-merger NWA employees[maybe just pilots] may be retaining their seniority for pass / travel as if they were still active employees[SA2&SA3], whereas DAL retirees move to SA3B classification. I'm guessing the NWA retirees had this agreement prior to the merger.

Anyone have any information on this rumor?

Joel Payne

flyplayne@bellsouth.net

Editor: I included Joel's question because the below addresses the answer. Now, if we learn that what is suggested below is not the definitive answer we will re-visit this issue, but for now, I am considering this troubling rumor to be dealt with..

From: artcrum@charter.net

Date: 3/8/2010 9:12:38 AM

To: mark@pilotcommunication.net

Mark,

I called the pass bureau (1-800-mydelta) to find out about the rumor where retired NW pilots have priority over retired delta pilots. I was **told this was false**. She was sure of the fact that all retirees are S3B. She stated that there are a few NW retirees that have passes above an S3B for a limited time, but was not sure why this was. Perhaps it's part of the early retirement deal offered last year, but that is just a guess on my part. Hope this helps.

Art Crum

767-400 F/O

Another:

From: Yorkieatl@aol.com
Date: 3/8/2010 1:10:59 PM
To: misc@pilotcommunication.net
Subject: (no subject)

Hi Mark,
Editor's question: retired NWA v. retired DAL
Answer: All members in any pass class will be assigned a seat by date of hire.

Thx Paul

Editor: I always appreciate efforts like Art's and Paul to find out information and share it for the benefit of our group. Thanks guys.

+++++

Jean Marie Cinotto (Thanks Jean)
Email jeancinotto@sbcglobal.net
Issue Area General

Comments

The Flight council of North America issued the following advising Muslims to not submit to the body scanners. So far, the threats to aircraft have been from Muslim extremists, including the Christmas day attempt. Airlines and the airline's union, ATA, have been silent.

The right to travel by air is NOT a Constitutional right. No passenger is singled out for further scrutiny because of religion. No passenger should be exempt from scrutiny because of religion. Take a car or float a boat.

Furthermore, the idea that a full-body pat-down will suffice is a violation of the modesty concept of Islam and could lead to acts of terrorism. This is a security threat and should be challenged by all airlines and airline crews.

"(Issued on February 9, 2010)

The Full Body Security Scanners (also called Nude-body scanners) are being installed at various airports in United States and Europe. Several human rights and religious groups have expressed their concerns and disapproval of such scanners on the grounds of violation of privacy and human dignity. The Fiqh Council of North America (FCNA) emphasizes that a general and public use of such scanners is against the teachings of Islam, natural law and all religions and cultures that stand for decency and modesty.

It is a violation of clear Islamic teachings that men or women be seen naked by other men and women. Islam highly emphasizes 'haya' (modesty) and considers it part of faith. The Qur'an has commanded the believers, both men and women, to cover their private parts. Human beings are urged to be modest in their dress. See Holy Quran, 7:26-27; 24:30-31; 33:59. Exception to this rule can be made in case of extreme necessity, such as medical treatment, to investigate a crime or in a situation of imminent danger. There must be a compelling case for the necessity and the exemption to this rule must be proportional to the demonstrated need.

FCNA fully supports the necessary measures for the safety and protection of all passengers. It is, however, deeply concerned about the use of nude body scanners for this purpose. FCNA recommends that instead of producing and displaying a picture of the body, software should be designed to produce only the picture of questionable materials on an outline of the body. Further, other technologies could be used that detect the presence of explosives without infringing on modesty as some European leaders have pointed out.

FCNA appreciates the alternate provision of pat-down search (when needed) and therefore recommend to Muslims to avail this option over the nude body scanners."

Life Section...

To customize the way and number of emails you receive from PCN see [HL 020](#)

Misc Posts:

From: [Mendola, Janet](#)

Date: 3/8/2010 1:17:24 PM

To: 'mark@pilotcommunication.net'

Subject: Delta Pilot

I spoke with someone from Delta last week looking to see **if there was some newsletter to the pilots regarding the death of a retired pilot. Now I cannot find her name nor e-mail address.** My father was with Delta for over 25 years retiring in 1976. I had asked if there was a newspaper where death notifications were provided to other pilots and she told me to e-mail her the information; now I've lost her info. If there is someone or some newsletter that provides this type of notice, can you forward the information or respond and let me know who I should send this to. I would appreciate it.

George Boerner, 91, a retired Delta captain, passed away on 2/11/10 after a year-long battle with pancreatic cancer.

Janet Funk Mendola
Manager, Regulatory Services
AltaCare Corporation
5895 Windward Parkway, Suite 200
Alpharetta, GA 30005
(770) 870-2853
Fax (770) 619-0265

Editor: I included Janet's email to highlight that there IS such a newsletter but more importantly to highlight the great job that Carol Ann Faulkner is doing sharing our death notices. This is a sad and heavy service but a very necessary one and one that many many of our group appreciate. David Roberts also takes these notices and compiles our spreadsheet record that is periodically updated. So many thanks to Carol and David for a job well done. See the next post thanking Carol.

From: [Dave Cory](#)

Date: 3/12/2010 11:07:35 PM

To: death@pilotcommunication.net

Subject: Doug Twinam

Dear Carol: Mar 12th 10

To say I was absolutely stunned about Doug's passing would be a gross understatement. We communicated a lot as long time friends. He introduced me into accident investigation with ALPA in 1969 and we became longtime friends with all the activity involved in that area with Delta. I just exchanged emails with him last week, so it must have been a sudden death. Great pilot and and great sense of humor. We worked ahrd but had a lot of fun at the NTSB and ALPA.

Please let us know of any info you may have. I'll try to contact Rosemarie tomorrow. I'm 71 and was a few years behind Doug in seniority and worked with him on ALPA and then with Delta management on accident work until I retired in 1998.

Thanks for all you do for us.

dave cory

L-1011 Capt . LAX - Ret.
dc2582@infowest.com

Human Interest:

Thanks Carol:

RE: Wright Brothers *Master Pilot Award*- Capt. Lorin Wilkinson

"I am convinced that human flight is both possible and practical." Wilbur Wright, 1899

Good news and congratulations to our very own retired WA pilot Capt. Lorin Wilkinson, recent recipient of the Wright Brothers Master Pilot Award! Aviation is definitely in the Wilkinson blood, and flying is in the Wilkinson family!

The Wright Brothers ***Master Pilot Award*** recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in the Wright Brothers Master Pilot Award - Roll of Honor which is located online at FAASafety.gov.

View [Wright Brothers Master Pilot Award - Roll of Honor](#).

This press release (reprinted below) was put out by the F.A.A. Northwest Regional Flight Safety Office, Renton WA, and certificate was awarded to Capt. Wilkinson in February, 2010.

To read more and look up other recipients, go to

<http://www.faasafety.gov/content/MasterPilot/RecipientList.aspx>

or view [Wright Brothers Master Pilot Award - Roll of Honor](#)

Congratulations and good job, Lorin!

*****PRESS

RELEASE*****

Lorin L. Wilkinson, a long-time Washington pilot from Olympia, WA was recently awarded the Wright Brothers Master pilot Award.

On February 20, 2010, Kathryn Vernon, the Federal Aviation Administration's (FAA) Northwest Mountain Regional Administrator presented Mr. Wilkinson with the Wright Brothers Master Pilot Award for over 50 years of flying. This distinguished award was presented at the NW Aviation Conference & Trade Show in Puyallup, WA.

The Wright Brothers Master Pilot Award is presented to pilots who have flown for 50 years. They must hold a current FAA pilots certificate, be a US citizen during the 50 years of flying experience and have no revocations of their pilot's certificate.

Lorin started his flying career in Kent, WA by soloing a Aeronca 7AC "Champ" aircraft in 1945. His flying career really started when he was 12-years old. Lorin skipped Sunday School to hitchhike to an airfield across town to watch airplanes fly. He volunteered to wash a WACO cabin biplane for a free ride. That was December 7, 1941, it would be after WWII was over before Lorin would start flying again.

Mr. Wilkinson went on to earn his Private, Commercial and Airline Transport Pilot certificates in single-engine land aircraft. He also earned his Certificated Flight Instructors certificate in airplanes.

Mr. Wilkinson continued his passion in aviation as a Captain for Western Airlines where he was type-rated in the Douglas DC-6/7, DC-10, Electra, Boeing 707, 720 and 727 aircraft. He decided to retire early in September 1985.

Lorin has flown a variety of different aircraft in his flying career and has built four homebuilt aircraft and he is still flying today. During his aviation career Captain Wilkinson has owned a Sorrell Hiperlight, Kitfox II, Cessna 120, 180, Citabria, Hatz XB-II and a Rans S-7.

Lorin has flown over 24,767 hours in his aviation career.

Lorin Wilkinson's name has been added to the Wright Brothers Master Pilot Roll of Honor. He joins a very select group of 1,512 other pilots!

Carol

Frank 'n' Carol Ann (Legge Wichterman) Faulkner

*Carol...DOE 03-24-69/ Ret. 11-01-02/ MSP-PHX-SLC-PHX

*Frank...DOE 07-21-58/ Ret. 04-01-01/ IDA-PIH-HNL-PHX

WA/DL retirees & DL Pioneers Arizona Sun Catchers Chapter

480-345-2677 carol.n.frank@cox.net 2698 W. Bentrup St., Chandler, AZ 85224-1004

+++++

(Thanks Larry.....have the kleenex handy):

Burial At Sea

By Lt Col George Goodson, USMC (Ret)

3-6-10

In my 76th year, the events of my life appear to me, from time to time, as a series of vignettes. Some were significant; most were trivial.

War is the seminal event in the life of everyone that has endured it. Though I fought in Korea and the Dominican Republic and was wounded there, Vietnam was my war.

Now 42 years have passed and, thankfully, I rarely think of those days in Cambodia, Laos, and the panhandle of North Vietnam where small teams of Americans and Montangards fought much larger elements of the North Vietnamese Army. Instead I see vignettes: some exotic, some mundane:

*The smell of Nuc Mam. *The heat, dust, and humidity. *The blue exhaust of cycles clogging the streets. *Elephants moving silently through the tall grass. *Hard eyes behind the servile smiles of the villagers. *Standing on a mountain in Laos and hearing a tiger roar. *A young girl squeezing my hand as my medic delivered her baby. *The flowing Ao Dais of the young women biking down Tran Hung Dao. *My two years as Casualty Notification Officer in North Carolina, Virginia, and Maryland.

It was late 1967. I had just returned after 18 months in Vietnam .. Casualties were increasing. I moved my family from Indianapolis to Norfolk, rented a house, enrolled my children in their fifth or sixth new school, and bought a second car.

A week later, I put on my uniform and drove 10 miles to Little Creek, Virginia. I hesitated before entering my new office.

Appearance is important to career Marines. I was no longer, if ever, a poster Marine. I had returned from my third tour in Vietnam only 30 days before. At 5'9", I now weighed 128 pounds - 37 pounds below my normal weight. My uniforms fit ludicrously, my skin was yellow from malaria medication, and I think I had a twitch or two.

I straightened my shoulders, walked into the office, looked at the nameplate on a Staff Sergeant's desk and said, "Sergeant Jolly, I'm Lieutenant Colonel Goodson. Here are my orders and my Qualification Jacket."

Sergeant Jolly stood, looked carefully at me, took my orders, stuck out his hand; we shook and he asked, "How long were you there, Colonel?" I replied "18 months this time." Jolly breathed, you must be a slow learner Colonel." I smiled.

Jolly said, "Colonel, I'll show you to your office and bring in the Sergeant Major. I said, "No, let's just go straight to his office." Jolly nodded, hesitated, and lowered his voice, "Colonel, the Sergeant Major. He's been in this job two years. He's packed pretty tight. I'm worried about him." I nodded.

Jolly escorted me into the Sergeant Major's office. "Sergeant Major, this is Colonel Goodson, the new Commanding Officer. The Sergeant Major stood, extended his hand and said, "Good to see you again, Colonel." I responded, "Hello Walt, how are you?" Jolly looked at me, raised an eyebrow, walked out, and closed the door.

I sat down with the Sergeant Major. We had the obligatory cup of coffee and talked about mutual acquaintances. Walt's stress was palpable. Finally, I said, "Walt, what's the h-ll's wrong?" He turned his chair, looked out the window and said, "George, you're going to wish you were back in Nam before you leave here. I've been in the Marine Corps since 1939. I was in the Pacific 36 months, Korea for 14 months, and Vietnam for 12 months. Now I come here to bury these kids. I'm putting my letter in. I can't take it anymore." I said, "OK Walt. If that's what you want, I'll endorse your request for retirement and do what I can to push it through Headquarters Marine Corps."

Sergeant Major Walt Xxxxx retired 12 weeks later. He had been a good Marine for 28 years, but he had seen too much death and too much suffering. He was used up.

Over the next 16 months, I made 28 death notifications, conducted 28 military funerals, and made 30 notifications to the families of Marines that were severely wounded or missing in action. Most of the details of those casualty notifications have now, thankfully, faded from memory. Four, however, remain.

MY FIRST NOTIFICATION My third or fourth day in Norfolk, I was notified of the death of a 19 year old Marine. This notification came by telephone from Headquarters Marine Corps. The information detailed:

*Name, rank, and serial number. *Name, address, and phone number of next of kin. *Date of and limited details about the Marine's death. *Approximate date the body would arrive at the Norfolk Naval Air Station. *A strong recommendation on whether the casket should be opened or closed.

The boy's family lived over the border in North Carolina, about 60 miles away. I drove there in a Marine Corps staff car. Crossing the state line into North Carolina, I stopped at a small country store / service station / Post Office. I went in to ask directions.

Three people were in the store. A man and woman approached the small Post Office window. The man held a package. The Store owner walked up and addressed them by name, "Hello John. Good morning Mrs. Cooper."

I was stunned. My casualty's next-of-kin's name was John Cooper!

I hesitated, then stepped forward and said, "I beg your pardon. Are you Mr and Mrs. John Cooper of (address.)"

The father looked at me-I was in uniform - and then, shaking, bent at the waist, he vomited. His wife looked horrified at him and then at me. Understanding came into her eyes and she collapsed in slow motion. I think I caught her before she hit the floor.

The owner took a bottle of whiskey out of a drawer and handed it to Mr. Cooper who drank. I answered their questions for a few minutes. Then I drove them home in my staff car. The store owner locked the store and followed in their truck. We stayed an hour or so until the family began arriving.

I returned the store owner to his business. He thanked me and said, "Mister, I wouldn't have your job for a million dollars." I shook his hand and said, "Neither would I."

I vaguely remember the drive back to Norfolk. Violating about five Marine Corps regulations, I drove the staff car straight to my house. I sat with my family while they ate dinner, went into the den, closed the door, and sat there all night, alone.

My Marines steered clear of me for days. I had made my first death notification.

THE FUNERALS Weeks passed with more notifications and more funerals. I borrowed Marines from the local Marine Corps Reserve and taught them to conduct a military funeral: how to carry a casket, how to fire the volleys and how to fold the flag.

When I presented the flag to the mother, wife, or father, I always said, "All Marines share in your grief." I had been instructed to say, "On behalf of a grateful nation...." I didn't think the nation was grateful, so I didn't say that.

Sometimes, my emotions got the best of me and I couldn't speak. When that happened, I just handed them the flag and touched a shoulder. They would look at me and nod. Once a mother said to me, "I'm so sorry you have this terrible job." My eyes filled with tears and I leaned over and kissed her.

ANOTHER NOTIFICATION Six weeks after my first notification, I had another. This was a young PFC. I drove to his mother's house. As always, I was in uniform and driving a Marine Corps staff car. I parked in front of the house, took a deep breath, and walked towards the house. Suddenly the door flew open, a middle-aged woman rushed out. She looked at me and ran across the yard, screaming "NO! NO! NO! NO!"

I hesitated. Neighbors came out. I ran to her, grabbed her, and whispered stupid things to reassure her. She collapsed. I picked her up and carried her into the house. Eight or nine neighbors followed. Ten or fifteen later, the father came in followed by ambulance personnel. I have no recollection of leaving.

The funeral took place about two weeks later. We went through the drill. The mother never looked at me. The father looked at me once and shook his head sadly.

ANOTHER NOTIFICATION One morning, as I walked in the office, the phone was ringing. Sergeant Jolly held the phone up and said, "You've got another one, Colonel." I nodded, walked

into my office, picked up the phone, took notes, thanked the officer making the call, I have no idea why, and hung up. Jolly, who had listened, came in with a special Telephone Directory that translates telephone numbers into the person's address and place of employment.

The father of this casualty was a Longshoreman. He lived a mile from my office. I called the Longshoreman's Union Office and asked for the Business Manager. He answered the phone, I told him who I was, and asked for the father's schedule.

The Business Manager asked, "Is it his son?" I said nothing. After a moment, he said, in a low voice, "Tom is at home today." I said, "Don't call him. I'll take care of that." The Business Manager said, "Aye, Aye Sir," and then explained, "Tom and I were Marines in WWII."

I got in my staff car and drove to the house. I was in uniform. I knocked and a woman in her early forties answered the door. I saw instantly that she was clueless. I asked, "Is Mr. Smith home?" She smiled pleasantly and responded, "Yes, but he's eating breakfast now. Can you come back later?" I said, "I'm sorry. It's important. I need to see him now."

She nodded, stepped back into the beach house and said, "Tom, it's for you."

A moment later, a ruddy man in his late forties, appeared at the door. He looked at me, turned absolutely pale, steadied himself, and said, "Jesus Christ man, he's only been there three weeks!"

Months passed. More notifications and more funerals. Then one day while I was running, Sergeant Jolly stepped outside the building and gave a loud whistle, two fingers in his mouth..... I never could do that..... and held an imaginary phone to his ear.

Another call from Headquarters Marine Corps. I took notes, said, "Got it." and hung up. I had stopped saying "Thank You" long ago.

Jolly, "Where?"

Me, "Eastern Shore of Maryland. The father is a retired Chief Petty Officer. His brother will accompany the body back from Vietnam"

Jolly shook his head slowly, straightened, and then said, "This time of day, it'll take three hours to get there and back. I'll call the Naval Air Station and borrow a helicopter. And I'll have Captain Tolliver get one of his men to meet you and drive you to the Chief's home."

He did, and 40 minutes later, I was knocking on the father's door. He opened the door, looked at me, then looked at the Marine standing at parade rest beside the car, and asked, "Which one of my boys was it, Colonel?"

I stayed a couple of hours, gave him all the information, my office and home phone number and told him to call me, anytime.

He called me that evening about 2300 (11:00PM). "I've gone through my boy's papers and found his will. He asked to be buried at sea. Can you make that happen?" I said, "Yes I can, Chief. I can and I will."

My wife who had been listening said, "Can you do that?" I told her, "I have no idea. But I'm going to break my ass trying."

I called Lieutenant General Alpha Bowser, Commanding General, Fleet Marine Force Atlantic, at home about 2330, explained the situation, and asked, "General, can you get me a quick appointment with the Admiral at Atlantic Fleet Headquarters?" General Bowser said, "George, you be there tomorrow at 0900. He will see you."

I was and the Admiral did. He said coldly, "How can the Navy help the Marine Corps, Colonel." I told him the story. He turned to his Chief of Staff and said, "Which is the sharpest destroyer in port?" The Chief of Staff responded with a name.

The Admiral called the ship, "Captain, you're going to do a burial at sea. You'll report to a Marine Lieutenant Colonel Goodson until this mission is completed..."

He hung up, looked at me, and said, "The next time you need a ship, Colonel, call me. You don't have to sic Al Bowser on my ass." I responded, "Aye Aye, Sir" and got the h-ll out of his office.

I went to the ship and met with the Captain, Executive Officer, and the Senior Chief. Sergeant Jolly and I trained the ship's crew for four days. Then Jolly raised a question none of us had thought of. He said, "These government caskets are air tight. How do we keep it from floating?"

All the high priced help including me sat there looking dumb. Then the Senior Chief stood and said, "Come on Jolly. I know a bar where the retired guys from World War II hang out."

They returned a couple of hours later, slightly the worst for wear, and said, "It's simple; we cut four 12" holes in the outer shell of the casket on each side and insert 300 lbs of lead in the foot end of the casket. We can handle that, no sweat."

The day arrived. The ship and the sailors looked razor sharp. General Bowser, the Admiral, a US Senator, and a Navy Band were on board. The sealed casket was brought aboard and taken below for modification. The ship got underway to the 12- fathom depth.

The sun was hot. The ocean flat. The casket was brought aft and placed on a catafalque. The Chaplain spoke. The volleys were fired. The flag was removed, folded, and I gave it to the father. The band played "Eternal Father Strong to Save." The casket was raised slightly at the head and it slid into the sea.

The heavy casket plunged straight down about six feet. The incoming water collided with the air pockets in the outer shell. The casket stopped abruptly, rose straight out of the water about three

feet, stopped, and slowly slipped back into the sea. The air bubbles rising from the sinking casket sparkled in the sunlight as the casket disappeared from sight forever....

The next morning I called a personal friend, Lieutenant General Oscar Peatross, at Headquarters Marine Corps and said, "General, get me out of here. I can't take this anymore." I was transferred two weeks later.

I was a good Marine but, after 17 years, I had seen too much death and too much suffering. I was used up.

Vacating the house, my family and I drove to the office in a two-car convoy. I said my goodbyes. Sergeant Jolly walked out with me. He waved at my family, looked at me with tears in his eyes, came to attention, saluted, and said, "Well Done, Colonel. Well Done."

I felt as if I had received the Medal of Honor. Jmac

A veteran is someone who, at one point, wrote a blank check made payable to 'The United States of America ' for an amount of 'up to and including their life.'

That is Honor, and there are way too many people in this country who no longer understand it.'

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

Event Announcements (Click here for [PCN Org & Groups Page](#)): to post pcn.calendar@gmail.com

RE: The Candler Field Museum Annual Benefit Dinner on March 20th

Issue Area - Event

Comments - The Candler Field Museum, located just south of Atlanta in Williamson, Georgia, will host its 2nd Annual Benefit Dinner on March 20th. The program will feature **Major General Pat Halloran, USAF (retired) who will relate his flying experiences in both the Lockheed SR-71 Blackbird and the Lockheed U-2 spy planes.** Both of these aircraft were developed by the Lockheed Skunk Works. Major Halloran was one of the first pilots to fly the U-2 and the SR-71. He logged more than 600 hours in the SR-71 and over 1,600 hours in the U-2. His distinguished career also includes 100 combat missions flying in F-84s during the Korean War.

The dinner will be held at the Candler Field Museum with live music and a social hour beginning at 6 PM. Dinner will be served at 7 PM with the formal program beginning at 8 PM. Dress is business casual. The donation requested for the dinner and program is \$50 per person. The proceeds will be designated to build the next museum hangar – the Doug Davis Hangar. Doug Davis built the first hangar on the original Atlanta Airport that bore the name Candler Field until 1946. The original Doug Davis hangar was constructed in 1925.

The Candler Field Museum is located on Peach State Airport (GA2). The museum recreates the original Candler Field as it existed during the late 1920s. Tickets may be purchased online at www.peachstateaero.com or you may call 770-467-9490. Tickets may also be purchased at Barnstormer's Grill located within the museum.

Ron Alexander
ronalexander@mindspring.com

+++++

Re-peat announcing Pat Malone's GA HOF Induction

Charles Schramek
Email chuck.schramek@delta.com
Issue Area - Event

Comments - Appreciate if you can help us get the word out on this great honor to Mother Malone. I can send you a word.doc version if that would help.

Best regards,
Chuck Schramek
Delta Flight Operations
(404) 715-1112

Delta News Network story:

On April 24, 2010, a Delta legend, Patricia (Pat) "Mother" Malone, will be posthumously inducted into the Georgia Aviation Hall of Fame in Warner Robins, GA. The ceremony will take place at the Museum of Aviation at Warner Robins Air Force Base. Delta will be one of the sponsors and encourages anyone interested to attend the special black tie event. Cost for the dinner and ceremony is \$75.00 with the proceeds going to sustaining the museum. As a special addition to the event, Delta will provide a chartered B-757 to fly friends and family from Atlanta to Macon and back. More details on how to register for the event and reserve a seat on the B-757 are listed below.

Patricia (Pat) "Mother" Malone came to Delta in the Northeast Airlines merger in 1972 and served as an Operations Specifications Instructor. She transitioned to Flight Operations management in 1984 until her retirement in 1994 as Manager - Compliance and Incident Management. Pat spent her 30-year Delta career teaching pilots and dispatchers the "ins and outs" of instrument flight procedures, Federal Air Traffic Control procedures and Operations Specifications as well as conducting instrument flight reviews and Human Factors, Flight Safety and Crew Resource Management training. Her impact at the airline went well beyond the lessons she taught though; she gained the nickname "Mother Malone" because she took a genuine interest in her students – "My boys" as she called them – and was fiercely loyal to Delta. After her retirement in 1994, Pat was a frequent sight on the G.O. campus and at Delta events around Atlanta representing the Delta Pioneers retiree group, where she served as a member of the Advisory Board and as National President. Pat was an honorary member of two Air Line Pilots Association councils, the Delta Golden Wings (retired pilot association) and was the only non-pilot awarded the "Leather Helmet" flying award by the Delta Air Line Pilots

Association for her contributions to flight safety. She also received a Certificate of Commendation from then FAA Administrator David Hinson. Pat was a 2009 inductee into the Women in Aviation International, Pioneer Hall of Fame and was active in the Atlanta community supporting the American Business Women's Association, Goodwill of North Georgia, the YWCA of Northwest Georgia and the American Red Cross.

Her aviation career spanned over 50 years, starting in 1942 when she graduated from Radio Training School and was hired as a Radio Engineering Aide, U.S. Signal Corps Laboratory in Fort Monmouth, New Jersey. She completed Link Training school at Naval Air Station Atlanta, which was located at what is now Peachtree - DeKalb airport. She then went on to train carrier-based Navy pilots on instrument procedures from 1944-1946 as a member of the U.S. Navy WAVES (Women Accepted for Volunteer Emergency Service). In 1951, she was hired by Trans World Airways as an instrument flight, radio navigation, Federal Aviation Regulations and Air Traffic Control procedures instructor, and in 1960, Pat was hired by Northeast Airlines to operate the Curtis Wright Dehmel Instrument Procedures Trainer for their pilots.

Pat will join seven other Delta inductees in the Georgia Aviation Hall of Fame: C.E. Woolman, Hollis L. Harris, Captain Thomas "Pre" Ball, Captain Basil Victor Hewes, Lieutenant Colonel Christofer B. Smisson, Captain Connie Bowlin, and Captain Ed Bowlin.

To purchase tickets for the black tie event, you can go online at www.gahof.org. You can also purchase tickets by sending a check payable to Georgia Aviation Hall of Fame, P.O. Box 8427, Warner Robins, GA 31095. The deadline for tickets is April 15th.

For those individuals who wish to make a donation to the Georgia Aviation Hall of Fame in honor of Pat, an account has been set-up at the Delta Community Credit Union. Donations can be made as follows:

- Mail your donation to: Delta Community CU, Attention: Terry Seiler, 1025 Virginia Avenue, Atlanta, GA 30354. Make checks payable to the GA Aviation Hall of Fame-Pat Malone, and in the note/memo field provide account #991671719.
- If you are a member of DCCU and you wish to make a donation online:
 - Log in to your DCCU account and from the top menu, select Transfers.
 - Select Member to Member from the drop down menu.
 - Choose the account you want to transfer the donation from and enter the transfer amount.
 - Enter account # 991671719 (The Last Name field does not need to be completed.)
 - You can add a comment to remind you of your donation.
 - Click Continue and select Checking then Continue again.
 - Confirm the data and click Transfer Now - be sure to print a copy for your records.

If you wish to reserve a seat on the B-757 charter to and from Macon, you must send your name as it appears on your normal travel documents to beth.poole@delta.com. Seats will be on a first-come first-served basis. While the company is donating the use of the aircraft to this event, we ask that anyone traveling on the aircraft make a minimum \$50.00 donation to the Hall of Fame via the Credit Union account detailed above.

Delta will present a check to the Georgia Aviation Hall of Fame's Chairman on behalf of all Delta employees and friends of Pat "Mother" Malone on the evening of the event.

Delta has also secured a group rate of \$74 per night for April 23rd and/or 24th at the Atlanta Airport Renaissance Hotel. You can make reservations online at:

<http://www.marriott.com/hotels/travel/atlsa?groupCode=gahgaha&app=resvlink&fromDate=4/23/10&toDate=4/25/10>

Or you can call the Renaissance at 404-209-9999 and ask for the Pat Malone, GA Hall of Fame rate.

We hope to have a large contingent of Mother Malone supporters in attendance and look forward to seeing you at this truly memorable event.

The Georgia Aviation Hall of Fame is a non-profit organization whose primary support comes from museum visitors and proceeds from this annual banquet honoring the newest class of inductees. Donations to this event are tax deductible.

+++++

RE: **FLIGHT ATT. MARLENE EVANS WILL RETIRE**

From BILL EVANS

2LAZYE@MSN.COM

Issue Area - Event

Comments - MARK, A NOTABLE ACHIEVEMENT ON **MARCH 21ST**. FLIGHT ATT. MARLENE EVANS WILL RETIRE AFTER **52 CONTINIOUS YEARS** OF EMPLOYMENT. WITH PACIFIC NORTHERN, WESTERN AND DELTA.

Editor: Maybe Bill has more info about either sending or attending events regarding this retirement.

+++++

Reminder:

March 17th

Wednesday

60th Bum Group Lunch

New Location – Same Tradition

<http://www.60thbumgroup.info/>

Mark your calendar – Be There

You will be missed if you don't make it!

Everyone wants to see your smiling face!

Golden Corral

Grapevine TX

Next to Grapevine Mills Mall

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

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

From: Beverly Elsner freelance@gorge.net

Date: Tuesday, March 9, 2010, 9:59 AM

Subject: can someone help?

I'm trying to get in contact with **Annie and Tom Andrews**. Both WAL/DAL. Annie was a flight attendant and Tom a gate agent, both retired from PDX. If anyone has a phone no, or address or email, I'd appreciate getting it.

Thanks. Bev Elsner, freelance@gorge.net

(aka the "lucky" girl who married Bernie)

Hangar Flying (Share a bit of ole hangar flying with the net) :

It's all about perspective! (*Thanks Barry*)

Subject: Aviators

One fine hot Summer's afternoon saw a Cessna 150 flying in the pattern at a quiet country airfield. The Instructor was getting quite bothered with the student's inability to maintain altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a twin engine Cessna 5,000ft above him and thought "Another 1,000 hrs of this and I qualify for that twin charter job! Aaahh.. to be a real pilot..going somewhere!"

The Cessna 402 was already late and the boss told him this charter was for one of the Company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this Summer's day. He was at 6,000ft and the winds were now a 20kt headwind. Today was the 6th day straight and he was pretty damn tired of fighting these engines. Maybe if he got 10,000ft out of them the wind might die off... geez those cylinder temps! He looked out momentarily and saw a B737 leaving a contrail at 33,000ft in the serene blue sky. "Oh man" he thought, "My interview is next month. I hope I just don't blow it! Outta G/A, nice jet job, above the weather... no snotty passengers to wait for.. aahhh."

The Boeing 737 bucked and weaved in the heavy CAT at FL330 and ATC advised that lower levels were not available due traffic. The Captain, who was only recently advised that his destination was below RVR minimums had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would helpfully ensure the fog had lifted to CATIII minima. The Company negotiations broke down yesterday and looked as if everyone was going to take a damn pay cut. The F/O's will be particularly hard hit as

their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw Concorde at Mach 2+. Tapping his F/O's shoulder as the 737 took another bashing, he said "Now THAT'S what we should be on... huge pay ...super fast... not too many routes... not too many legs... above the CAT...yep!

What a life...!" FL590 was not what he wanted anyway and considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. That damn rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. Concorde descended to FL570 but the radiation was still quite high even though the Notam indicated hunky dory below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain" he called as he pointed. "Must be the Shuttle. "The Captain looked for a moment and agreed. Quietly he thought how a Shuttle mission, while complicated, must be the be all and end all in aviation. Above the crap, no radiation problems, no damn fuel transfer problems... aaah. Must be a great way to earn a buck."

Discovery was into its 27th orbit and perigee was 200ft out from nominated rendezvous altitude with the commsat. The robot arm was virtually U/S and a walk may become necessary. The 200ft predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do but the advice they proffered wasn't much help. The Commander had already been 12 hours on station sorting out the problem and just wanted 10 minutes to himself to take a leak. Just then a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope.

"Have a look at this Sir, isn't this the kinda flying you said you wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried "Oooooohhhh yeah! Now THAT'S flying! Man, that's what its all about! Geez I'd give my left nut just to be doing THAT down there!"

What the Discovery Commander was looking at was a Cessna 150 in the pattern at a quiet country airfield on a nice bright sunny afternoon.

Boy, I'll tell you... pilots are never happy unless they are drinking beer and looking for a better job!

Face your past without regret. Handle your present with confidence. Prepare for the future without fear. Godspeed!

+++++

Joel Payne

Email flyplayne@bellsouth.net

Issue Area - General

Comments - Not sure where this goes. Maybe "Hangar Flying"?? Impressive but a little sad also. Joel Payne
767A[ret.]

A Fun Fact for Each State

- ALABAMA Was the first place to have 9-1-1, started in 1968.**
- ALASKA ... One out of every 64 people has a pilot's license.**
- ARIZONA Is the only state in the continental U.S. that doesn't follow Daylight Savings Time.**
- ARKANSAS Has the only active diamond mine in the U.S..**
- CALIFORNIA ... Its economy is so large that if it were a country, it would rank seventh in the entire world.**
- COLORADO In 1976 it became the only state to turn down the Olympics.**
- CONNECTICUT ... The Frisbee was invented here at Yale University.**
- DELAWARE Has more scientists and engineers than any other state.**
- FLORIDA At 759 square miles, Jacksonville is the U.S.'s largest city.**
- GEORGIA It was here, in 1886, that pharmacist John Pemberton made the first vat of Coca-Cola.**
- HAWAII .. Hawaiians live, on average, five years longer than residents in any other state.**
- IDAHO ... TV was invented in Rigby, Idaho , in 1922.**
- ILLINOIS The Chicago River is dyed green every St.Patrick's Day**
- INDIANA Home to Santa Claus, Indiana , which get a half million letters to Santa every year.**
- IOWA ... Winnebagos get their name from Winnebago County. Also, it is the only state that begins with two vowels.**
- KANSAS ... Liberal, Kansas, has an exact replica of the house in The Wizard of Oz.**
- KENTUCKY Has more than \$6 billion in gold underneath Fort Knox.**
- LOUISIANA Has parishes instead of counties because they were originally Spanish church units.**
- MAINE ... It's so big, it covers as many square miles as the other five New England states combined.**
- MARYLAND The Ouija board was created in Baltimore in 1892.**
- MASSACHUSETTS ... The Fig Newton is named after Newton, Massachusetts.**
- MICHIGAN Fremont, home to Gerber, is the baby food capital of the world.**
- MINNESOTA Bloomington's Mall of America is so big, if you spent 10 minutes in each store, you'd be there nearly four days.**
- MISSISSIPPI ... President Teddy Roosevelt refused to**

shoot a bear here ... that's how the teddy bear got its name.
MISSOURI Is the birthplace of the ice cream cone .
MONTANA A sapphire from Montana is in the
Crown Jewels of England.
NEBRASKA More triplets are born here than in any other state.
NEW HAMPSHIRE ... Birthplace of Tupperware,
invented in 1938 by Earl Tupper.
NEW JERSEY ... Has the most shopping malls in one
area in the world.
NEW MEXICO ... Smokey the Bear was rescued from
a 1950 forest fire here.
NEW YORK Is home to the nation's oldest cattle ranch,
started in 1747 in Montauk.
NORTH CAROLINA ... Home of the first Krispy Kreme doughnut.
NORTH DAKOTA ... Rugby, North Dakota , is the exact
geographic center of North America.
OHIO ... The hot dog was invented here in 1900. OH !!!!
OKLAHOMA The grounds of the state capital are
covered by operating oil wells.
OREGON ... Has the most ghost towns in the country.
PENNSYLVANIA ... The smiley, :) was first used in 1980
by computer scientists at Carnegie Mellon University.
RHODE ISLAND ... The nation's oldest bar, the
White Horse Tavern, opened here in 1673
SOUTH CAROLINA ... Sumter County is home to the
world's largest gingko farm.
SOUTH DAKOTA ... Is the only state that's never
had an earthquake.
TENNESSEE Nashville's Grand Ole Opry is the longest
running live radio show in the world.
TEXAS ... Dr. Pepper was invented in Waco back in 1885.
UTAH ... The first Kentucky Fried Chicken restaurant
opened here in 1952.
VERMONT Montpelier is the only state capital
without a McDonald's.
VIRGINIA Home of the world's largest office building
the Pentagon.
WASHINGTON ... Seattle has twice as many college graduates
as any other state.
WASHINGTON D.C. ... Was the first planned capital in the world.
WEST VIRGINIA ... Had the world's first brick paved street,
Summers Street, laid in Charleston in 1870.
WISCONSIN The ice cream sundae was invented
here in 1881 to get around Blue Laws prohibiting
ice cream from being sold on Sundays.
WYOMING Was the first state to allow women to vote.

I hope you enjoyed this. I found it interesting

Mark Sztanyo, PCN Dir & HL Editor

[Pilot Communication Net](#)

[Contact the Net](#)

Life on earth will soon be past, only what's done for Christ will last!

Serving the Delta community, and pilots (active and retired) and their families, *including original Delta, and former:* Northeast, Pan-Am, Western, NWA, Republic, North-Central, Southern Airways, Hughes- Airwest, and all the Delta Connection carriers.

=====
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/>

To assure receiving the High Life set spam filters to accept from @pilotcommunication.net.

To [Unsubscribe](#) simply click and send with unsubscribe in subject line and please help the PCN improve by adding a reason.