

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:

From: CWoods5690@aol.com
Date: 4/8/2010 1:10:47 PM
To: mark@pilotcommunication.net
Subject: Toolbar

Mark,

Your toolbar is fantastic thanks for sharing it with us. Chuck Woods

Editor: Thanks, Chuck. It can be made even better as we go. Anybody who wants a frequently visited link that our group uses, can suggest it, and I can add it in. Don't forget to enter your email and no matter which page your are browsing, you will always know when an email comes in. A single neat feature among many. Since the toolbar already has a Google search you can eliminate other

sections at the top of the browser with search windows. Again, glad you like it and here is hoping that it serves our community well.

Click on the toolbar image to download and install PCN's new toolbar. Yeah, I know you're skeptical. I was too, until I saw what it can do without any real drawbacks.

This is Great! Install a ton of useful links right at your fingertips!



Can constantly add new features and be revised and upgraded. (Works with IE).

Tip: During installation pay attention to couple of questions it asks you to check. If you have a toolbar you do not want R-Click on the grey top and de-select ones you do not want.

+++++

Important phase for DP3 – join now!

I know that I have said this before, and believe me I am not paid or encouraged to say this, but if you aren't a member of DP3 join! The important Final Determination Letters are soon to be distributed. If you have an appeal the DP3 has arranged for representation for honor roll members. That alone will more than cover any membership dues you may owe. But there is more. The DP3 is coming out with a VEBA which I am optimistic may be one of the best health insurance options for many of us. You may have had a beef in the past, but get over it. The DP3 is the only group we have to lean on fighting for our lost benefits. Mark

++++

Mark's Tidbits:

RE: Clickable links in notices

Dear Mark,

When you first sent me this message it worked. I decided to wait to get your PCN 034 message before replying.

Well, I just tried to get PCN 034 and it wouldn't work or would going back to the message below. If you drop me and have me reapply, please explain in detail how I reapply. again I apologize for the inconvenience and the lack of my computer knowledge.

Best regards,
Dick

Editor:

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

Delta pumping nearly \$1B into retirement plans

Delta Air Lines on track to add nearly \$1 billion to employee retirement plans in 2010

On Thursday April 8, 2010, 5:36 pm EDT

ATLANTA (AP) -- Delta Air Lines says it is on track to contribute nearly \$1 billion to its employees' retirement plans this year, and it is providing some of the funding earlier than previously scheduled.

The world's biggest airline said Thursday that by the end of April it will have contributed \$665 million to its traditional pension plans in the first four months of this year, in addition to \$100 million that has been contributed to employees' defined contribution 401(k) plans.

Another roughly \$200 million is scheduled to be contributed to 401(k) plans during the balance of the year.

Delta, based in Atlanta, says its pension funding is normally distributed throughout the year, with the majority of contributions being added near the end of the year.

+++++

Wednesday, April 7, 2010, 8:47am HAST

Delta's passenger count, load factor rise

Pacific Business News (Honolulu)

Delta Air Lines reported a 3 percent rise in traffic in March, despite a 1.6 percent decrease in capacity compared to a year ago.

Its load factor — a measure of how full its planes were — rose 3.7 points to 84.2 percent last month, the Atlanta-based airline reported.

Domestic traffic increased 2.8 percent, while international traffic increased 3.3 percent. Total passengers flown rose 2.3 percent to 14,050,195.

Delta (NYSE: DAL) is Hawaii's sixth-largest airline based on the number of passengers flown to the Islands in 2008.

Airlines

Union Blood Boils Over Rumored Airline Deal

Madalina Iacob, 04.09.10, 5:35 PM ET

Shares of United Airlines parent UAL and US Airways spiked earlier this week after reports that the pair were in merger talks, but some groups impacted by the deal aren't flying so high and are voicing their displeasure.

The potential deal drawn the ire of pilot and flight attendant unions, which is likely to make any potential tie-up a long and complicated process like the two-year saga leading up to the marriage of Delta Air Lines and Northwest.

The "track record of management at each of our airlines is abysmal," according to a joint press release Friday from a union that represents 21,000 flight attendants at UAL and US Airways. "For nearly five years US Airways CEO Doug Parker has failed to negotiate a joint flight attendant contract, continuing to operate the airlines separately with disparate treatment of flight attendants at each former airline. Parker has left merger issues unresolved all this time, which hardly qualifies him to consider the possibility of another merger," the statement continues.

Meanwhile, pilots at United Airlines have expressed concerns about the integration costs that would come with the deal, noting that US Air and America West have yet to achieve operational integration more than four and a half years after their combination.

Read More: <http://www.forbes.com/2010/04/09/united-us-airways-markets-equities-merger.html?partner=yahootix>

+++++

United and US Airways Hold Merger Talks

On Wednesday April 7, 2010, 5:04 pm EDT

The UAL Corporation, the parent of United Airlines, and US Airways are in talks to merge, in a potential deal that would create one of the world's largest airlines, people briefed on the matter told DealBook on Wednesday.

The negotiations mark the latest efforts to consolidate the struggling airline industry. Both companies have been vocal in calling for greater consolidation within the industry to help prop up falling revenues, with United's chief executive, Glenn F. Tilton, among the leading proponents for more mergers.

"The investor seems to have spoken," Mr. Tilton [told The Financial Times](#) in February. "The market seems to have suggested that scope and scale in a global business are important."

United and US Airways are deep in their merger discussions, though a transaction is not expected to be announced for at least several weeks, these people said, cautioning that talks may still collapse. One potential hurdle could be union opposition.

Read More: <http://finance.yahoo.com/news/United-and-US-Airways-Hold-nytimes-4004435643.html?x=0&.v=1>

+++++

BA and Iberia sign merger deal

British Airways and Iberia sign merger deal to create one of world's biggest airline groups

Jane Wardell, AP Business Writer, On Thursday April 8, 2010, 7:01 am EDT

LONDON (AP) -- British Airways PLC and Spain's Iberia SA signed a merger agreement on Thursday, moving a step closer to completing a long-awaited deal to create Europe's third largest airline and secure the two loss-making carriers' future.

The companies plan to finalize the tie-up, forming a carrier with a market value of around \$7.5 billion pounds, by the end of this year. It would carry more than 58 million passengers a year to some 200 destinations while retaining both individual brand names.

The two had been trying to hammer out an agreement since 2008, seeking greater economies of scale to survive the downturn in the aviation sector following the global credit squeeze and growing competition from budget carriers.

Read More: <http://finance.yahoo.com/news/BA-and-Iberia-sign-merger-apf-3718181185.html?x=0&.v=4>

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 Benefit Determination Letters (FDL's) PBGC re-calc "determination" of qualified annuity (likely after claim stock sale) – **pending (only 45 days to appeal)**
6. Pension reinstatement/contribution request by DP3 representing the retired pilots. **very long shot....pending**
7. ~~Roth IRA creation as per Worker, Retiree, and Employer Recovery Act of 2008 – deadline June 22nd, 2009~~

8. ~~Expiration of HCTC 80% premium subsidy will expire on December 31, 2010. Back to 65%.~~

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

Pension:

Dear Mark,

PBGC's Final Benefit Letters

The PBGC has just advised the DP3 Trustees that Final Benefit Determination Letters (FDLs) for some retired pilots will begin arriving this month; the agency hopes to have all letters issued by the end of 2010. As a reminder to those of you who have not been closely following the bankruptcy issues, our PBGC benefits up until now are based on estimated calculations performed by Delta while the PBGC has been reviewing the plan assets and the retirement provisions of our Pilot Working Agreement to determine our Final Benefits. The PBGC has previously advised us that based on its initial reviews of the Delta calculations, some FDLs will show an increase from current benefits while a minority of retirees might see a reduction from current benefits.

The DP3 Trustees have been working behind the scenes following the pension termination in an effort to improve the manner in which the PBGC calculates our benefits, but federal law prohibits us from suing the agency over our benefits until it has issued our FDLs and all administrative options have been exhausted.

As a reminder, a retiree **only has forty-five days** from the issuing of the FDL to challenge the PBGC calculations. The process is complicated, which is why we have retained lawyers to represent our members in their appeals. DP3 is prepared to represent our Honor Roll members in these challenges, and we will advise you how to proceed once the letters start arriving in our homes. Because of the tight deadlines, however, **YOU MUST CONTACT US IMMEDIATELY** when you receive your FDL so that we can obtain a copy of it to provide to the lawyers. If you do not provide your FDL to us in a timely fashion, we will not be able to secure effective representation for you in the appeals process. *Please note: All communications to our law firm must go through the DP3 Trustees. Do not mail your FDLs to our attorneys, or try to contact them directly by phone or email. Any Delta Pilot retiree who attempts direct contact with our law firm might be liable for any legal fees incurred.*

Again, I urge you to contact any fellow Delta retired pilots that might not be aware of the FDLs being issued and the role DP3 will play should we need to appeal the PBGC's calculations.

DP3 Board of Trustees Election

I would also like to remind you that nominations are currently open for the three DP3 trustee positions subject to election this year. Nominations close on April 15 and the trustee election will begin on May 1. Under the terms of our bylaws, we can field a slate of up to six candidates for the three open positions. So far, we only have four nominees, including two incumbents standing for reelection. If you are an Honor Roll member, you are encouraged to nominate yourself or another

Honor Roll member for the slate of candidates. Due to the short time frame involved, if you nominate someone other than yourself, please ensure that your nominee is willing to serve prior to submitting his or her name. You can use the [contact us link](#) on our website to submit your nominations.

VEBA Update (Health Plan Option)

Delta has finally provided the historical data necessary for us to establish our Voluntary Employee Benefit Association (VEBA) - a healthcare plan that qualifies for the Health Coverage Tax Credit deduction. We will be holding a meeting in Atlanta on May 12-13 to interview insurance providers for our VEBA program. The DP3 Trustees are currently working full-time in preparation for the arrival of our FDLs from the PBGC, and we are looking for Honor Roll members who are willing to serve on the new VEBA board. Most of the administrative tasks of the VEBA will be handled by a paid administrator, but we need retired pilots to join the DP3 Trustees in serving on this important advisory board. If you are willing to help in this capacity, please [contact us](#).

Thank you for your continued support and good luck when you receive your letter from the PBGC! We are continuing to work diligently to maximize the amount you receive each month.

Will Buergey
Chairman, DP3

+++++

RE: The Military extra SS benefit IS automatic post 1968

RobertMorrison
Email morrisonrj@earthlink.net
Issue Area - Pension
Comments - Mark,

Recently an article appeared in PCN discussing increased Social Security benefits for those who served on Active duty from 1957 to 2001. It further stated that "FYI - this benefit is not automatic, you must ask for it!"

I think this needs additional clarification. From the Social Security website:

"If your active military service occurred

- From 1957 through 1967, we will add the extra credits to your record when you apply for Social Security benefits.
- From 1968 through 2001, you do not need to do anything to receive these extra credits. The credits were automatically added to your record.
- After 2001, there are no special extra earnings credits for military service."

The benefit IS automatic post 1968. If you served before 1968 they will ask you for this information when you apply for Social Security; there is no need for a special contact to insure you get all the benefits you are entitled to.

Regards,
Bob Morrison

+++

Editor: That original article came direct from Dave Roberts and I inserted it without review. Will ask him to address your remarks and will be happy to publish a clarification. See below:

From: [David L. Roberts](#)
Date: 04/07/10 08:54:02
Subject: Re: Military SS benefit

Hi Mark and Bob,
I forwarded the email I received. Bob has done further research and added clarification. See <https://www.socialsecurity.gov/retire2/military.htm> which says (see below):
Sorry for the confusion.
Dave

Further info:

Since 1957, if you had military service earnings for active duty (including active duty for training), you paid Social Security taxes on those earnings. Since 1988, inactive duty service in the Armed Forces reserves (such as weekend drills) has also been covered by Social Security.

Under certain circumstances, special extra earnings for your military service from 1957 through 2001 can be credited to your record for Social Security purposes. These extra earnings credits may help you qualify for Social Security or increase the amount of your Social Security benefit.

Special extra earnings credits are granted for periods of active duty or active duty for training. Special extra earnings credits are **not** granted for inactive duty training.

If your active military service occurred

From 1957 through 1967, we will add the extra credits to your record when you apply for Social Security benefits.

From 1968 through 2001, you do not need to do anything to receive these extra credits. The credits were automatically added to your record.

After 2001, there are no special extra earnings credits for military service.

[\[Return to Top\]](#)

How You Get Credit For Special Extra Earnings

The information that follows applies **only** to active duty military service earnings from [1957 through 2001](#). Here's how the special **extra** earnings are credited on your record:

Service in 1957 Through 1977

You are credited with \$300 in additional earnings for each calendar quarter in which you received active duty basic pay.

Service in 1978 through 2001

For every \$300 in active duty basic pay, you are credited with an additional \$100 in earnings up to a maximum of \$1,200 a year. If you enlisted after September 7, 1980, and didn't complete at least 24

months of active duty or your full tour, you may not be able to receive the additional earnings. Check with Social Security for details.

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):

Life Section...

Misc Posts:

From: ksp10@juno.com

Date: 4/5/2010 5:57:50 PM

To: misc@pilotcommunication.net

Subject: Ken Peterson--Classified Opinion

Mark--

Will try and make this short and sweet. I am sure that "no good deed goes unpunished" comes to your mind often.

I like the idea of "pilot stuff" in a classified section (condos for rent in resort areas; willing to swap my house for yours; willing to swap my wife for yours; etc.). However, that being said, I believe that Craig's List, E-Bay,

In retrospect we could not have been more wrong. Mother Malone saved many careers because her intricate knowledge of the Aviation Regulations qualified her to be not only a great teacher, but an expert witness in the legal world as well. In 1984 Delta rewarded her professionalism and expertise by promoting her into management where she retired ten years later as Manager-Compliance and Incident management. She was Delta's front line legal defense when mistakes were made flying the line. She earned the right to be called "Mother" and "Best Friend" by every Delta pilot.

Retired Delta pilot, Mike Trahan, wrote a poem about Pat to honor her 1994 retirement. Our collective sentiments are reflected well in Mike's verses in the excerpts that follow:

"Twenty two years have suddenly passed
Since we met that fateful day,
And Pat has managed to touch all our lives
In some significant way.

"She has saved so many careers
In ways we have never known,
Just to mention her name around them
And the Feds began to groan.

"In years to come we'll mention your name
With awe and respect anew,
As we tell our young pilots about you
So they'll know you as we do.

"We will tell them we called you Mother
For that title you've certainly earned.
You loved us as a Mother would
And we love you in return."

Pat, you are truly a part of every aviation professional who knew you. You are still with me in every briefing room and simulator. We hope that you are able to glow with satisfaction at this honor given you, even if from heaven.

+++++

From: [Ron Kolb](#)
Date: 4/7/2010 11:30:18 AM
To: mark@pilotcommunication.net
Subject: Kilroy

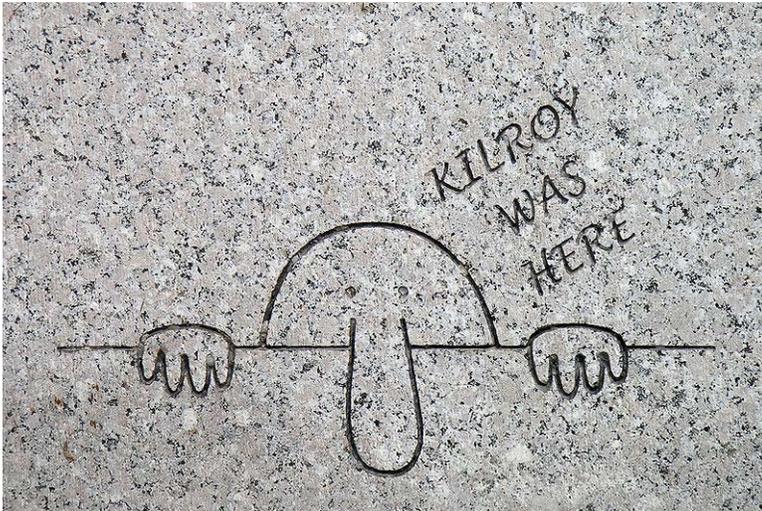
Well Mark, here I go again...two in one day, but I thought this was really fascinating. Many will not have seen the 'KILROY WAS HERE' sketches, but I did. I never thought much about the origin, except that it was WWII related. Ron

Do you remember Kilroy? This is interesting ... I too have often wondered about Kilroy now I know. Great piece of history. Anyone born in the mid thirties knew Kilroy. We didn't know why but we had lapel pins with his nose hanging over the label and the top of his face

above his nose with his hands hanging over the label too. I believe it was orange colored. No one knew why he was so well known but we all joined in!

Kind of a war story now we know! INTERESTING?~~~~

KILROY WAS HERE!



WHO THE HECK WAS KILROY?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen

who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo .

To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest , the Statue of Liberty , the underside of Arc De Triomphe, and even scrawled in the dust on the moon.)

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its first occupant was Stalin, who emerged and asked his aide (in Russian), "**Who is Kilroy?**"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax , Massachusetts .

So, now you know the rest of the story!

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

From: [John Aubrey Anderson](#)

Date: 4/2/2010 11:56:53 PM

To: [John A. Anderson](#)

Subject: The Cat Lake Guardian

The Cat Lake Guardian

Wednesday, March 31, 2010

In North Texas

Let me not start without saying I'm honored that you're taking time to read this.

Come and join us at the **Mississippi State University Library for a reception to announce the release of *The Cool Woman* . . . June 30 at 11:00 a.m. in the John Grisham room.** The event is open to the public, but if you would like to receive an invitation, I need your name and address for the list I'm putting together. Nan will be there, of course, along with other members of our family, plus friends

from M' sippi, Texas and Tennessee. Come and visit, drink coffee, and eat finger food. If we time it right, maybe some of us can stop in at The Little Dooney for BBQ before heading home.

The back cover copy for *The Cool Woman* went back to Fidelis recently. It reads:

"It's 1970. Lt. Bill Mann, the orphaned son of a Tuskegee Airman, is sober, single, and focused when he reports to USAF Pilot Training; he's there to begin living his boyhood dream. According to his "personal flight plan," he's fifteen months away from playing a significant role in the air war over Viet Nam, an assignment he'll use to establish his reputation as a fighter pilot.

"May of 1972 finds Mann in Bangkok, passed out on the floor of his hotel room. The gifted young pilot is fighting wars within a war; he's a borderline alcoholic, his new wife is divorcing him, and he's hours away from learning . . .

the pilot who becomes his own North Star is forever lost."

The advanced reader copies have been sent out to reviewers and media peeps, and I thought you might like to see a picture of one in the hands of an officer and a gentleman (a good friend of mine).

The fellow holding this copy is on deployment with his unit. He sent the picture because he was on an Air Force plane (C-17) . . . flown by an Air Force pilot . . . reading a book about an Air Force pilot . . . written by a former Air Force pilot. I'll include a jpeg of the full cover in the next *Guardian*.

Contrary to some of the input I'm getting from internet marketing gurus, I'm still against stuffing the "In Boxes" of people I haven't met, so *The Guardian* only goes out to those who request it. On the optional side . . . [my blog](#) for April 2nd is posted, and I'm considering a Facebook fan page for picture posting purposes. Twittering is not in the foreseeable future.

Warm regards . . . and multiplied thanks,

John

john@johnaubreyanderson.com

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

From: [Dave Bushy](#)

Date: 04/05/10 07:20:06

To: mark@pilotcommunication.net; [George Chaudoin](#)

Cc: [Dave Bushy](#)

S1A Travel to Pat Malone Induction to the GA Aviation Hall of Fame

Could you please pass on the following to anyone interested in attending the Induction of Pat Malone into the GA Aviation hall of Fame? Thanks so much.

Delta is offering S1A passes for employees and retirees to attend the Hall of Fame Induction for Pat Malone. They have asked that this be limited to travel three days before or after the event and that the pass request must have only one origin city and return. Details on how to arrange the travel are attached below.

Hope to see as many of you as possible at the event on April 24th! I am also attaching Chuck Schramek's original announcement with full logistical details.

Thanks,

Dave Bushy

From: Schramek, Chuck [mailto:Chuck.Schramek@delta.com]

Sent: Thursday, April 01, 2010 5:15 PM

To: Dave Bushy

Cc: Motes, Lynn

Subject: RE: Patricia W. "Mother" Malone is Being Enshrined in the Georgia Aviation Hall of Fame

Good afternoon Dave,

We have received approval to allow any employee past or present attending the induction event to use a S1A pass to and from the event. Because this is a little unusual for the corporation to do this we do not plan to put any official announcement out on this. If anyone needs to avail themselves of this the contact information is as follows:

Lynn.Motes@delta.com

(404) 715-2106

Please feel free to pass this along as you see appropriate.

Best regards,

Chuck Schramek

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) :

From: [Ron Kolb](#)

Date: 04/07/10 10:55:16

To: mark@pilotcommunication.net

Subject: Delta CV880 promo, two parts.

For all of the other 'old farts' like me that fell in love with an airplane, the link below is Delta's 1960 Convair 880 two part promo. It'll bring back good memories to those who flew the CV880, like the variable IGV's, the clicking in the cockpit of the bogies just before 'settling' on to the runway, the smoke on takeoff, and the use of the title 'Stewardesses'! Unfortunately, it also clearly shows the degradation that took place in classy airline service with the advent of the 'People's Express' type of 'lack of service' to the PAX; service that will never be seen again. Well, I guess jetways were an improvement over boarding stairs!!

http://rds.yahoo.com/_ylt=A0oGkj7kk7xLnw0B0TZXNyoA;_ylu=X3oDMTEzcWRoOW5uBHNIYwNzcgRwb3MMDMgRjb2xvA3NrMQR2dGIkA0g0NTFfMTQw/SIG=12073e6bv/EXP=1270736228/**http%3a//www.youtube.com/watch%3fv=7kxbBuLSRrQ

+++++

From: [Ron Stowe](#)

Date: 4/3/2010 11:57:54 AM

To: misc@pilotcommunication.net

Subject: The Flight to Victorville

Mark,

My latest Youtube video, *The Flight to Victorville*, remembers and pays tribute to the Delta L1011. The last Delta TriStar in the fleet, ship 728, was retired from passenger service on July 31, 2001. On August 1st Captain Bill Arnold flew the airplane to its final resting place in the aircraft boneyard at Victorville, California. All of the passengers on this historic flight were Delta employees.

The *Flight to Victorville* is a compilation of L1011 film clips from the Delta archives; film clips from the final flight; pictures of the crew; and two Delta television commercials from the eighties. Included in the final flight segment is a spectacular farewell flyby of the Atlanta airport.

Click on <http://www.youtube.com/watch?v=fqu-YEcl0e8> to see this presentation.

Thanks,

Ron Stowe

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

From: [Bruce Cullen](#)

Date: 4/6/2010 4:00:57 PM

Subject: Fabulous Photos never before seen of the WW2 Pacific Campaign

Give this a few minutes to open up. Also read some of the numerous comments that follow at the end.

The Pacific and Adjacent Theaters in WWII - Photo Collection

100+ large & excellent pics,,,,, most never seen before,,,,,

<http://blogs.denverpost.com/captured/2010/03/18/captured-blog-the-pacific-and-adjacent-theaters/#more-1547>

+++++

YOU HAVE TO LOVE A GOOD NURSE (*Thanks Denny*)

A motorcycle patrolman was rushed to the hospital with an inflamed appendix. The doctors operated and advised him that all was well; however, the patrolman kept feeling something pulling at the hairs in his crotch. Worried that it might be a second surgery and the doctors hadn't told him about it, he finally got enough energy to pull his hospital gown up enough so he could look at what was making him so uncomfortable. Taped firmly across his pubic hair and private parts were three wide strips of adhesive tape, the kind that doesn't come off easily --- if at all. Written on the tape in large black letters was the sentence, 'Get well soon . from the nurse in the Jeep you pulled over last week.'
Kinda brings tears to your eyes doesn't it.

Mark

Mark Sztanyo, PCN Dir & HL Editor

[Pilot Communication Net](#)

[Contact the Net](#)

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

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

=====
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.