

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:

**Straight talk on the FDL from the PBGC:** I want you to read the FAQs from the DP3 below but the one question and answer that should stand out is "What issues would we appeal?" **Why wouldn't we all file an objection?** If you have been paying attention, the procedure for calculating our benefits by Delta then the PBGC is flawed. Do you remember what ALPA "promised" that retired pilots would get? The discrepancy is all because of formulation. On procedural grounds I can tell you that I object to the way that Delta calculated our benefit and now the PBGC.

Remember that if you didn't get hurt too badly and are relatively satisfied with your current benefit from the PBGC, a "no appeal" will lock in that benefit forever. As DP3 explains it, even if a group of pilots get adjusted up, yours would forever remain the same. **So what do you need to do?** Well, first be an honor roll member of DP3. And, second, use the legal team that the DP3 has assembled to represent us in either individual or class actions against the FDL's. It is no secret that the worst

hurt group in the entire bankruptcy and pension termination process has been the retired pilots. You and I "earned" a benefit, I believe we have a right to appeal. That is my two cents. Send in yours.

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**TOOLBAR for IE: Because it took me some effort to create, I will run this for a few issues until you give it a look see. You will like it! Mark**

**From:** [CWoods5690@aol.com](mailto:CWoods5690@aol.com)  
**Date:** 4/8/2010 1:10:47 PM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Toolbar

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

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.

News Section.....

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

## Delta Air Lines Welcomes China Eastern's Application to Join SkyTeam Alliance

Press Release Source: Delta Air Lines On Friday April 16, 2010, 4:05 am EDT

SHANGHAI, April 16 /PRNewswire-FirstCall/ -- Delta Air Lines (NYSE:[DAL](#) - [News](#)) today issued the following statement in support of China Eastern's signing of a memorandum of understanding to join the SkyTeam global airline alliance.

(Logo: <http://www.newscom.com/cgi-bin/prnh/20090202/DELTALOGO> )

"China Eastern is an outstanding airline with a strong leadership team and a proud history of serving its customers. We are honored that another leading global airline has chosen to link its future growth and success with Delta and our SkyTeam partners," said Delta Chief Executive Officer Richard Anderson. "China Eastern's extensive network and growing hub in Shanghai will complement Delta's existing service to China and improve our customers' access to destinations across one of the world's fastest-growing regions."

Read More: <http://finance.yahoo.com/news/Delta-Air-Lines-Welcomes-prnews-2013715105.html?x=0&.v=1>

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*Editor: Maybe you can recall a day with me that this airline was perennially #1.*

Monday, April 12, 2010, 12:05pm EDT | Modified: Monday, April 12, 2010, 1:25pm

## Delta down in annual quality report

Atlanta Business Chronicle

**Delta Air Lines Inc.** dropped two spaces to 15th place in the annual national Airline Quality Rating for 2009.

The Airline Quality Rating (AQR) of the top 18 airlines is a joint research project funded as part of faculty research activities at **Purdue University** and **Wichita State University**.

Atlanta-based Delta (NYSE: DAL) scored an overall -1.73 in the rating.

The report noted Delta's on-time percentage improved over 2008 -- 76.4 percent in 2008 and 78.6 percent in 2009). And it saw a decrease in denied boardings -- 1.58 per 10,000 passengers in 2008 down to 1.12 for 2009.

Its rate of mishandled baggage, though improved to 4.89 from 5.98 in 2008, was above the industry average of 3.88 mishandled bags per 1,000 passengers.

It also had a higher rate of customer complaints -- 1.80 in 2008 to 1.96 in 2009.

Read More: <http://atlanta.bizjournals.com/atlanta/stories/2010/04/12/daily10.html?ana=yfcp>

Other Airline News (Recent stories of interest):

*UAL-US Air Deal Won't Get Off the Ground: Poll*

**Eric Rosenbaum**

04/18/10 - 10:00 AM EDT

NEW YORK ([TheStreet](#)) -- As investors who've been staring up at the airline mergers and acquisitions flight board lately can attest, the carriers and connections have been changing day by day.

First it was **UAL**([UAUA](#)) merging with **US Airways**([LCC](#)), before it was **Continental Airlines**([CAL](#)) ruining US Airways merger party by taxiing into its M&A gate; before it again looked like the skies were friendly for a deal between UAL/US Airways.

So which airline M&A connection will be made?

Both UAL and Continental shares reached 52-week highs on Thursday, after the latest round of airline sector M&A reports. *The New York Times* stoked the flames on Thursday that UAL and Continental were deep in negotiations, but TheStreet had [reported similar Continental/UAL news as much as a week earlier](#).

Read More: [http://www.thestreet.com/\\_yahoo/story/10728421/1/ual-us-air-deal-wont-get-off-the-ground-poll.html?cm\\_ven=YAHOO&cm\\_cat=FREE&cm\\_ite=NA](http://www.thestreet.com/_yahoo/story/10728421/1/ual-us-air-deal-wont-get-off-the-ground-poll.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA)

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## Southwest dumps Canada deal with WestJet

### *Southwest drops plans to sell travel to Canada in partnership with WestJet*

David Koenig, AP Airlines Writer, On Friday April 16, 2010, 6:25 pm EDT

DALLAS (AP) -- Southwest Airlines said Friday it is pulling out of a deal to sell travel to Canada in a partnership with WestJet.

Southwest said it couldn't accept changes that the Canadian carrier wanted to the agreement that the two reached back in 2008.

WestJet would have done all the cross-border flying, allowing passengers to connect with Southwest flights in the United States. Both airlines would have sold seats on each other's flights and shared the revenue.

Read More: <http://finance.yahoo.com/news/Southwest-dumps-Canada-deal-apf-1826769315.html?x=0&.v=5>

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### *Don't Go to Europe Until Volcano Ash Settles*

#### Jason Notte

04/16/10 - 04:51 PM EDT

BOSTON ([TheStreet](#)) -- After a volcano in Iceland postponed his trip to Oxford, England, travel expert George Hobica had two words for those considering European travel: Don't go.

"I'm cancelling because I don't want to get stuck there," says Hobica, president of [Airfarewatchdog.com](#), who was scheduled to fly to London on Sunday before Iceland's Eyjafjallajokull volcano belched a dust cloud over much of northern and central Europe and parts of Russia. "Let's say I get out and there's another plume and I'm there another four or five days. I'm not going to take that chance."

Read More: [http://www.thestreet.com/ yahoo/story/10728540/1/dont-go-to-europe-until-volcano-ash-settles.html?cm\\_ven=YAHOO&cm\\_cat=FREE&cm\\_ite=NA](http://www.thestreet.com/ yahoo/story/10728540/1/dont-go-to-europe-until-volcano-ash-settles.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA)

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**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:**

## DP3 FAQs on the FDLs:

### How do I update the PBGC with my current mailing address?

Call the PBGC at 1-800-400-7242 - (open 8 am to 7 pm on weekdays) or go to

[http://www.pbgc.gov/workers-retirees/find-your-pension-plan/PlanPage/plan\\_20544100.html](http://www.pbgc.gov/workers-retirees/find-your-pension-plan/PlanPage/plan_20544100.html) or

log-in to your previously established PBGC account at MyPBA:

<https://egov2.pbgc.gov/mypba/login.aspx>

### How do I become an Honor Roll member of DP3?

Full Honor Roll membership requires payment of all dues and assessments, currently totaling \$1200. Use our [Contact DP3](#) message link on the left to check your membership status if you do not know what it is. If you have never joined DP3, or previously joined but revoked your proxy, use the [JOIN DP3 NOW link](#) and fill out an application. Dues may be paid online or mailed to us at DP3, Inc., P.O. Box 76362, Atlanta, GA 30358.

### What information do you need from us and how should we send it to you?

We are working with counsel on a procedure and contact point for sending us information. We will be advising you about this within the next couple of weeks. We will post the information here and send email notices to our mailing list with specific instructions.

### What is the 45 day challenge period for?

If you have an objection to the amount of your final qualified plan PBGC benefit, you have 45 days after receipt of the letter to file an administrative objection to your final benefit. As we understand it, after 45 days, in most cases, your benefit can never change, even if other retired pilots are successful in challenging theirs.

### What issues would we appeal?

There are two major areas of appeal:

- a) Errors, including both incorrect data and improper calculation procedures. We saw both occur in some cases with the original estimates done by Delta. These have most often included the use of incorrect Internal Revenue Code tables, and in the calculation of the lump sum.
- b) Procedural objections. This will be the primary focus of DP3's efforts. We have objections to the way the look backs are affecting the IRS limitations being used to calculate our pension benefits. We, and our (as in all DP3 members) counsel believe we have very strong arguments, and success in these objections will mean a significant increase (typically over \$1000/mo) to most of the approximately 4000 retirees affected.

### How do I appeal? When should I appeal? What do I do?

Your legal team is putting together guidelines that will direct you on exactly what to do and who and where to send the appeal information. These will be published on this web page, as well as sent to Honor Roll members within the next couple of weeks. Please do not send information to our attorneys or attempt individual contact via phone or email; doing so may subject you to collection of any legal fees incurred.

### Do I need a lawyer to file an administrative objection?

Legally, no. But, preparing the objection is generally complicated and requires an understanding of ERISA law and the PBGC's regulations, and having legal representation is by far the most effective and preferred method of pursuing this process. Only Honor Roll members of DP3 will be

represented by the DP3 attorneys.

**What is the time-line after I file an administrative objection?**

Going by the experience in the recent and similar USAir case, it takes the PBGC about a year to finish the administrative appeals. If an appeal is denied, that is the first point at which the PBGC can be sued in Federal Court.

**What do you mean, *a minority of retirees may see a reduction in their current benefits?***

Current benefit payments are only estimates made 3 years ago (and perhaps modified in the interim). The final payment you are entitled to may be higher or lower than your current payment depending on the following factors: final pension plan values, payments to the agency by Delta during termination, audits of each pilot's career earnings, retirement plan provisions and amendments, etc. Based on DP3's research we believe that reductions are unlikely for the vast majority of DP3 members, and we've been working virtually full time to assure that all calculations are done correctly.

**How can I find out more about the appeal process?**

DP3 is working closely with our attorneys to develop an action plan today. We will use our email system to keep the membership informed of procedures and steps that needed to be taken by the membership as we embark on this process. Please make sure DP3 has your current email address, and remember to update us if you change it. Send us a contact message to ask questions that are not answered here, but remember that we are 9 volunteer trustees and we have over 3000 DP3 members, so it may occasionally take time to get a response back to you.

**What happens if my estimated payments for the last 3 1/2 years were higher or lower than my final benefit amount?**

If your final benefit is higher than the estimated payments you have been receiving, the PBGC will repay the shortfall in a lump sum - with interest. If your final benefit is lower than your current estimated payments, your benefit checks will be reduced up to 10% until the overpayment has been repaid, with no interest penalty. See this PBGC page: <http://www.pbgc.gov/media/news-archive/news-releases/1998/pr98-26.html>

**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:

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RE: zero benefit action

Date: April 15, 2010

my personal fear is that they are going to reduce some of our benefits....again. I hope there is a way to fight that..

Duane Kalember

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

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Date: 4/14/2010 2:40PM

I was wondering about whether any of the retired pilots have opted for the Anthem Blue Cross Medical plan instead of the Hartford Plan through DALRC. Anthem seems to offer quite a bit at a significantly lower cost. I was hoping to get some feedback for myself as well as share it with the retired pilots. Feel free to publish my e-mail address as needed. Thanks...Stu Evans LAX 767 Capt retired [hawkeyestu43@yahoo.com](mailto:hawkeyestu43@yahoo.com)

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**From:** [Richard Deeds](mailto:Richard.Deeds)

**Date:** 4/12/2010 12:11:17 PM

**To:** [pilots@wallybird.com](mailto:pilots@wallybird.com); [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**Subject:** Information for our wine loving pilots!

Dick - just did some consulting work for Airfield Estates Winery in Prosser, Wa (about 2.5 hours SE of SEA) and if any of the pilots (or flight attendants) are in the area - or plan a wine tasting in Washington, this place is a MUST SEE. The entire facility is done in an aviation theme including many WWII artifacts and photos donated by Boeing. The first thing that caught my eye was the public parking lot striped like a runway! I was blown away with the history inside. The "history" is that the family's farm (now vineyards) is located in a former WWII military airport and many of the buildings are still in use for farm purposes. Anyway, this is not an advertisement asked for by the winery,

but my own observation and thought that any of our Wallybirds would really enjoy this winery which is located right on I-82. Another important factor is the wine is very good!

**Airfield Estates Winery**

[www.airfieldwines.com](http://www.airfieldwines.com)

560 Merlot Drive  
Prosser, WA 99350

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**From:** [Al Lee](#)  
**Date:** 4/12/2010 9:21:03 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** PCN High Life 35

Good Morning Mark:  
I thought you might like to know that on HL 35, the right hand 1 or 2 letters of each article are truncated. I went back to 34 and earlier, and they are not truncated. I don't know if the Google group format has changed or what may have happened.

It is still 100% readable, but thought you should know.

Thanks for a great publication,  
Al Lee

Editor: Al, you know when I add an image or two to the doc it seems to do that. I apologize and that is one of the reasons that I keep images down to a minimum. Please always remember there is the alternative way to read the High Life in pdf form at our website. Some find this easier: [archived HL](#).

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**From:** [Skipget@aol.com](mailto:Skipget@aol.com)  
**Date:** 4/12/2010 7:02:44 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Delta adds millions to retirement funds

How ironic! How much of that money could have been given to the pilots of Delta that are retired and lost most of their annuities. Kinda makes me sick. Skip Getelman

Human Interest:

GOD BLESS THIS AIRLINE CAPTAIN (Thanks Tom)

He writes: My lead flight attendant came to me and said, "We have an H.R. on this flight." (H.R. stands for human remains.) "Are they military?" I asked.

'Yes', she said.

'Is there an escort?' I asked.

'Yes, I already assigned him a seat'.

'Would you please tell him to come to the flight deck? You can board him early," I said...

A short while later, a young army sergeant entered the flight deck. He was the image of the perfectly dressed soldier. He introduced himself and I asked him about his soldier. The escorts of these fallen soldiers talk about them as if they are still alive and still with us.

My soldier is on his way back to Virginia ', he said. He proceeded to answer my questions, but offered no words on his own...

I asked him if there was anything I could do for him and he said no. I told him that he had the toughest job in the military and that I appreciated the work that he does for the families of our fallen soldiers. The first officer and I got up out of our seats to shake his hand. He left the flight deck to find his seat.

We completed our preflight checks, pushed back and performed an uneventful departure. About 30 minutes into our flight I received a call from the lead flight attendant in the cabin. 'I just found out the family of the soldier we are carrying is on board', he said. He then proceeded to tell me that the father, mother, wife and 2 - year old daughter were escorting their son, husband, and father home. The family was upset because they were unable to see the container that the soldier was in before we left. We were on our way to a major hub at which the family was going to wait four hours for the connecting flight home to Virginia .

The father of the soldier told the flight attendant that knowing his son was below him in the cargo compartment and being unable to see him was too much for him and the family to bear. He had asked the flight attendant if there was anything that could be done to allow them to see him upon our arrival. The family wanted to be outside by the cargo door to watch the soldier being taken off the airplane... I could hear the desperation in the flight attendants voice when he asked me if there was anything I could do... 'I'm on it', I said. I told him that I would get back to him.

Airborne communication with my company normally occurs in the form of e-mail like messages. I decided to bypass this system and contact my flight dispatcher directly on a secondary radio. There is a radio operator in the operations control center who connects you to the telephone of the dispatcher. I was in direct contact with the dispatcher... I explained the situation I had on board with the family and what it was the family wanted. He said he understood and that he would get back to me.

Two hours went by and I had not heard from the dispatcher. We were going to get busy soon and I needed to know what to tell the family. I sent a text message asking for an update. I saved the return message from the dispatcher and this following is the text:

'Captain, sorry it has taken so long to get back to you. There is policy on this now and I had to check on a few things. Upon your arrival a dedicated escort team will meet the aircraft. The team will escort

the family to the ramp and plane side. A van will be used to load the remains with a secondary van for the family. The family will be taken to their departure area and escorted into the terminal where the remains can be seen on the ramp. It is a private area for the family only. When the connecting aircraft arrives, the family will be escorted onto the ramp and plane side to watch the remains being loaded for the final leg home. Captain, most of us here in flight control are veterans. Please pass our condolences on to the family. Thanks.'

I sent a message back telling flight control thanks for a good job. I printed out the message and gave it to the lead flight attendant to pass on to the father. The lead flight attendant was very thankful and told me, 'You have no idea how much this will mean to them.'

Things started getting busy for the descent, approach and landing. After landing, we cleared the runway and taxied to the ramp area. The ramp is huge with 15 gates on either side of the alleyway. It is always a busy area with aircraft maneuvering every which way to enter and exit. When we entered the ramp and checked in with the ramp controller, we were told that all traffic was being held for us...

'There is a team in place to meet the aircraft', we were told. It looked like it was all coming together, then I realized that once we turned the seat belt sign off, everyone would stand up at once and delay the family from getting off the airplane. As we approached our gate, I asked the copilot to tell the ramp controller we were going to stop short of the gate to make an announcement to the passengers. He did that and the ramp controller said, 'Take your time.'

I stopped the aircraft and set the parking brake. I pushed the public address button and said, 'Ladies and gentleman, this is your Captain speaking I have stopped short of our gate to make a special announcement. We have a passenger on board who deserves our honor and respect. His Name is Private XXXXXX, a soldier who recently lost his life. Private XXXXXX is under your feet in the cargo hold. Escorting him today is Army Sergeant XXXXXXXX... Also, on board are his father, mother, wife, and daughter. Your entire flight crew is asking for all passengers to remain in their seats to allow the family to exit the aircraft first. Thank you.'

We continued the turn to the gate, came to a stop and started our shutdown procedures. A couple of minutes later I opened the cockpit door. I found the two forward flight attendants crying, something you just do not see. I was told that after we came to a stop, every passenger on the aircraft stayed in their seats, waiting for the family to exit the aircraft.

When the family got up and gathered their things, a passenger slowly started to clap his hands... Moments later more passengers joined in and soon the entire aircraft was clapping. Words of 'God Bless you', 'I'm sorry, thank you, be proud, and other kind words were uttered to the family as they made their way down the aisle and out of the airplane. They were escorted down to the ramp to finally be with their loved one.

Many of the passengers disembarking thanked me for the announcement I had made. They were just words, I told them, I could say them over and over again, but nothing I say will bring back that brave soldier.

I respectfully ask that all of you reflect on this event and the sacrifices that millions of our men and women have made to ensure our freedom and safety in these United States of America .

Foot note:

As a Viet Nam Veteran I can only think of all the veterans including the ones that rode below the

deck on their way home and how they we were treated. When I read things like this I am proud that our country has not turned their backs on our soldiers returning from the various war zones today and give them the respect they so deserve.

I know every Viet Nam veteran who reads this will have tears in their eyes including me.

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

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

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

**From:** [Bill and Kari Hoover](#)

**Date:** 4/12/2010 3:25:11 PM

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

**Subject:** Northeast pilot information

Thank you, Mark. I have made contact with her. She and I are both interested in this character who flew for Delta and died in 2006 who had two identities. If you have any access to ALPA data regarding this guy, it would be of help to us. He flew for Northeast under the name of Don B. Carter, and that was the way that he was known at Delta. Carol says that he was listed on the Delta seniority list with that name as of 1979. The guys came over from Northeast to Delta in August of 1972. Our best guess is that he must have started at Northeast around 1957. We have no records of his aviation career before that, but he claimed that he had flown in the RCAF.

Then, all of a sudden with his death, we are left with the name Roy P. Sandness. Death 2006. Place of death Fargo, N.D. I can find aircraft registration records for Roy P. Sandness with two addresses in Florida. I feel sure it is the same guy. But I have not been able to pull up any airman certification records on either Roy P. Sandness or on Don B. Carter.

This is a strange one, Mark. If you have any access via ALPA to search for either Roy P. Sandness or Don B. Carter and you come up with anything, we would both be most happy to hear from you.

Please use discretion with what I have told you until we perhaps get a better handle on this.

Bill Hoover

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

**From:** [Doofer23@aol.com](mailto:Doofer23@aol.com)

**Date:** 4/14/2010 1:22:33 PM

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

**Subject:** Retired military discounts

Mark,

I read in a recent High Life that **Lowe's** gives retired **military a 10% discount**. I checked with **Home Depot** and they also give retired military a 10% discount. Both are unadvertised and can be obtained by asking for the discount and showing a valid retired military ID at checkout. Some of the recently hired cashiers may not be aware of this discount so ask for a supervisor. I tried it and it works! Thanks for the heads up.

Regards,  
Steve

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

**Enola Gay Will Fly Again...**     *(Thanks Grumps)*

## **NASM Announces National Tour For Enola Gay Famous Airplane Will Fly Again, Thanks To Extensive, Secret Renovation**

The National Air and Space Museum made a surprising announcement Thursday. In honor of the 65th anniversary of the end of WWII, the NASM staff has been secretly preparing the B-29 Enola Gay to make her airworthy for a commemorative flight across the United States. The tour will begin in June and run through August. After the tour, the plane will be disassembled into large pieces that will be shipped by a special train from the final tour stop back to the Udvar-Hazy Center, which is at Dulles Airport in Washington, DC. The announcement is being made to enable the warbird community as a whole to modify the airshow schedule so that other WWII aircraft will be able to participate in the historic event.



This will be a one-way trip that will be long-remembered by the warbird and historical community.

FAA Administrator Randy Babbitt and NASM Director Gen. John R. Dailey, USMC (Ret), made the surprise joint announcement at a news conference at the Udvar-Hazy Center Thursday. The media release indicated Dailey would be talking about the building of another hangar at the Center to house more aerospace artifacts, such as the famous Memphis Belle. That B-17F was recently "recalled" by the USAF Museum from its previous home on Mud Island in Memphis, TN. But instead the media were surprised with the Enola Gay announcement.

The itinerary will take the famous B-29 to some thirteen airports from one coast to the other. Since the B-29 will not be carrying bombs (or an A-bomb like she did in August, 1945), she will be able to make trips of several hundred miles at a time as she works her way across the Nation. Some of the stops are at unlikely places, but because the time of the flight will correspond with part of the summer airshow season, towns that are not on the airshow circuit become logical choices for stops on the tour. The Enola Gay will spend

between two and four days at each stop, depending upon the size of the crowds expected, and to give the crew time to rest and maybe do a little fine-tuning and/or tinkering with the B-29.

The stop at Omaha, NE will be special, because the Enola Gay, while designed by Boeing, was one of the 531 B-29 Superfortresses manufactured by the Glenn Martin Aircraft Company in Omaha. Col. Paul Tibbets, her chief pilot, picked her off the assembly line himself, and named her "Enola Gay," in honor of his mother.



The stop at Salt Lake City, UT will include a special recognition of the crew of the Enola Gay, and every other B-29 crew in the 509th Composite Bomb Group. B-29 pilots trained for their top-secret bombing mission at Wendover Air Force Base (now closed), about 60 miles from Salt Lake City.

The anniversary tour was conceived when the Enola Gay was undergoing a complete restoration that began in the 1980s. Under the orders of the NASM administrators, everything on the Enola Gay was restored to airworthy condition. Wright R-3350 radial engines were test-run in the Garber facility one at a time in 2001, and NASM personnel explained to curious neighbors that the racket the whole neighborhood had heard a few nights in a row was caused by blown mufflers on a rented auxiliary generator that they had to use during a "wiring problem". In all, the restoration crew kept the actual condition of the Enola Gay secret for over ten years.

Exxon Mobil and AeroShell will sponsor the national tour. Exxon has donated all of the fuel and AeroShell will donate the oil, and Enola Gay will need lots of both. "We're proud to be able to give America one more chance to see this flying piece of history," Dailey said. "If it wasn't for this airplane, America might not be the country she is today."



Itinerary:

- Andrews Air Force Base in DC
- Philadelphia, PA
- Richmond, VA
- Indianapolis, IN
- Lawrence, KS.
- Ft. Leavenworth, KS
- Omaha, NE
- Odessa, TX
- Longmont, CO
- Salt Lake City, UT
- Davis/Woodland/ Winters, CA
- Astoria, OR
- Yakima, WA

FMI: [www.enolagaytour2010.aero](http://www.enolagaytour2010.aero)

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

Nothing funny this week? Help!

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## Mark

Mark Sztanyo, PCN Dir & HL Editor

[Pilot Communication Net](#)

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