

PCN Services – High Life *Newsletter, News, Events, Deaths, Illness Notices* and *PCN Calendar*. *Note: Notices from major sections are distributed by separate email address to allow our subscribers the ability to customize and block notices not desired.*

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:

DAVID RANDOLPH

Email DRRRAR@AOL.COM

Issue Area - General

Comments - PLEASE POST THE "DP3" INTERNET ADDRESS. I AM A MEMBER BUT HAVE LOST THE ADDRESS. DAVE RANDOLPH, MD11A RET.

Editor: I print Dave's request since of late there has been an increased interest in DP3 and rightfully so. For those on the PCN that need the link, here it is:

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

Also, as I mentioned to Dave, each email from the DP3 has its home page link and it is also repeated below in every High Life.

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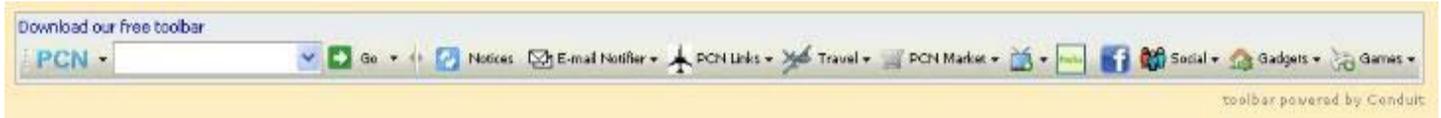
Help me improve the toolbar --- suggest widely used links to add.

Now over 250 users for the Free and useful PCN browser toolbar.

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

[Click here](#) or 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 adding daily winter Telluride-area flights

Delta Air Lines adding daily winter flights to Montrose-Telluride area

On Friday June 11, 2010, 5:11 pm EDT

TELLURIDE, Colo. (AP) -- Delta Air Lines Inc. is adding daily flights between Atlanta and the Montrose-Telluride area in Colorado for next ski season.

Delta previously offered winter Atlanta-to-Montrose flights on Saturdays, but from Dec. 18 through April 3, it will offer daily flights between Montrose and Atlanta's Hartsfield-Jackson International Airport, the world's busiest.

The Telluride Montrose Regional Air Organization guarantees airlines a certain amount of revenue if they fly to airports in Montrose and Telluride and pays them if revenues fall short.

Executive Director Scott Stewart said Friday that the organization paid \$1.4 million to airlines this season out of a possible \$2.2 million. Its exposure for next winter is \$3.3 million.

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Delta to launch LaGuardia-O'Hare shuttle service

Delta Air Lines to launch shuttle service between NY's LaGuardia and Chicago O'Hare on Monday

On Wednesday June 9, 2010, 6:39 pm EDT

NEW YORK (AP) -- Delta Air Lines said that on Monday it will launch hourly shuttle service, with 11 flights each weekday, between New York's LaGuardia and Chicago O'Hare International airports.

Delta, the world's largest airline, was operating nine flights daily between LaGuardia and Chicago's Midway and three between New York's JFK airport and O'Hare.

With the addition of Chicago-O'Hare, Delta said it will become the only airline offering shuttle services to all of New York's top three business markets: Chicago, Boston and Washington, D.C.

United has a strong foothold in the Chicago market, and American has recently announced plans to expand in New York.

Delta also announced Wednesday it is offering its frequent fliers triple flown miles and triple Medallion Qualification Miles on all Delta Shuttle flights connecting LaGuardia to Boston Logan, Washington D.C.'s Reagan National and Chicago O'Hare between June 14 and Aug. 31.

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

Logistics

Airports To Avoid This Summer

[Brian Wingfield and Deborah Weinstein](#) 06.11.10, 6:00 AM ET

Summer is the worst time to fly in America, and this year it may prove tougher than ever.

The main runway at John F. Kennedy International Airport in New York has been shut down for a major face-lift since March and will remain closed until July. Miami International Airport is gradually opening a mile-long terminal, but the passenger train serving it won't be operational until the fall. (For now, you can walk or catch a ride on an airport cart.) A massive new highway project is reportedly snarling traffic outside the Dallas-Ft. Worth International Airport.

Construction isn't the only thing that's likely to cause airport stress. Vacationers and regular business travelers crowd airports during summer months. Thunderstorms have ripple effects on flights because they shut down critical airspace, adding to delays. Add to all of this the congestion and capacity problems that affect major transportation hubs like New York City and Chicago.

"The summers tend to be bad," says Chris Oswald, vice president for safety and technical operations at the North America office of Airports Council International, the industry association for airports.

[In Pictures: 10 Airports To Avoid This Summer](#)

Read more: <http://www.forbes.com/2010/06/10/jfk-laguardia-logan-hartsfield-business-summer-airports.html?partner=yahootix>

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 '11 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 (BDL'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 Membership Appeals Process Update

The Status of your PBGC Appeal Paperwork

June 12, 2010

We face daily questions from the membership regarding the status of your appeal and whether or not we have received your surveys, Designation of Representative Form or Benefit Determination Letter.

The purpose of this message is to update you on the status of your documentation. **Please check the Membership Status Box just to the left of this article.** You'll find a YES/no indicator as to whether or not we have received your documents and delivered them to the attorneys.

We would like to review some guidelines to keep in mind as we prepare for our appeals.

1. Some faxes come to us that are unreadable, blank, incomplete or with handwriting that is undecipherable. If your status is not reported correctly at the left and you sent your documents more than two weeks ago, it's very possible your document could not be identified and needs to be re-sent. The nature of our fax system does not allow us to identify who sent the fax unless the received fax is legible.
2. **The attorneys must have all pages of the Benefit Determination Letter (BDL).** This includes the cover sheet and even seemingly unimportant second and third pages that contain little more than signature lines and blank space. Also, the BDL is not complete without the included Benefit Statement, which is a basic report of your benefit calculation. That is usually between 3 and 5 pages long. We do not need copies of any of the PBGC forms or instructions.
3. It would greatly reduce the workload for both your trustees and our attorneys if you would send your documents as a single fax or single attachment to a contact message. Sending individual images of individual pages requires time consuming manual intervention and costly steps to combine the documents together.
4. It would also reduce our workload and reduce our costs if you would wait at least a couple of weeks before inquiring about the status of your paperwork. Our systems are not automated, and require manual posting and review by our attorneys before we make the database updates.
5. It would really help us if you did NOT mail documents to our mailing address if you have already scanned or faxed the documents to us. Duplicates serve no purpose, and we do not need the hard copies. Please use the U.S. Mail only if you have no access to a fax machine or office equipment with which you can scan documents into emails.

BDL documents are rumored to be arriving at a rate of about 400 a week. **If you have not received your BDL, there is no need to worry**, as we expect them to be continuously issued throughout the next few months. If you have a QDRO, expect yours to be the last to arrive - in the fall as opposed to this summer.

Remember, as soon as you receive your BDL, **check the date of the cover page of the letter.** That date starts your 45 day window for establishing your appeal. DP3's attorneys will NOT file your actual appeal during that window, they will merely apply for an extension of the appeal deadline. Approval of this extension is automatic and will give us until the Consolidated Appeal Deadline of November 19, 2010, to prepare for the appeal itself. **We must have your BDL no fewer than 10 days prior to the end of the 45 day window in order to ensure we have time to forward them to the attorneys and get the official extension request delivered to the PBGC. Remember sooner is better. Please don't procrastinate.**

Finally, remember to call the PBGC and request your Benefit Statement Worksheet (BSW) as soon as you have a BDL in hand. This BSW is what you'll need to verify the accuracy of your benefit calculation (using guidelines to be provided by DP3 at a later date) and will be a required document you'll need if you intend to have our fee-for-service actuaries analyze your benefit assignment for you. Information on how that will happen, and the cost involved, will be provided in the coming weeks.

The [PBGC Appeals Checklist](#) is your best resource for ensuring you've completed what we need and we hope you download, print, and use the checklist. Our secure Members Only web pages also have a wealth of information, as well as Q&A sections, which we are adding to as quickly as we get new information. The Members Only link is also in the left column of this newsletter, and we've included the generic username and password you need for access.

A final tool we're working on is posting on our secure pages the original PBGC appeal extension requests and PBGC acknowledgments of receipt. We hope to have those displays available in a week or two.

Thanks for your continued support.

Will Buergey
Chairman, DP3

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Guidelines for Appealing your PBGC Final Benefit

June 5, 2010

Thank you to the hundreds of Honor Roll members who have responded to DP3's request to submit your worksheets, Designation of Representative forms, and Benefit Determination Letters (BDL) after you have received the Final Benefit letters from the PBGC. If you have not received your BDL, there is no need to worry, as we expect them to be issued throughout the next few months.

We have also heard that some retirees are worried that appealing will put their BDL benefit at risk. **That is not true.** The PBGC will not punitively decrease your benefit because you appeal. They expect appeals. You will continue to receive your increased benefit throughout the appeals process, and that benefit will not be negatively affected if we lose any or all appeal points.

As we have reviewed the BDLs, some clear patterns have emerged. As we have suspected all along, the allocation procedures currently employed by the PBGC have penalized some groups of Delta retirees more than others. Retirees who were eligible for the Minimum Benefit (Pre-72 hires) and those who have been retired more than five years, and flew until the mandatory retirement age of 60, have usually received a higher percentage of the qualified benefits they were receiving from Delta prior to the pension termination. (The pension check you received on September 1, 2006.)

Ultimately only you can decide whether an appeal is right for you, but we have come up with a rough calculation which we think can help inform you in making that decision. If you have received a BDL from the PBGC that indicates you will continue to receive the same pension benefit you were receiving on September 1, 2006 *it is our opinion* there is no need for you to appeal. **If you decide not to appeal you should notify DP3 to remove your name from the appeal list.**

For the rest of you, we offer the following guidance, prepared by DP3's Retirement Committee Chairman Tom Seever, to help you determine if it is in your best interest to appeal your benefit. Please read this information carefully. The nine volunteer trustees of DP3 are spending an inordinate amount of our valuable time answering questions that have already been addressed in our communications. Please allow us to enjoy some of our retirement by reading carefully to see if you can answer your own questions prior to contacting us for additional information.

What are we appealing and how do I know if I should appeal?

Quick Read: This first section is to the point, and without explanatory details. If you want to learn more, continue reading through the "Detail" section that follows this one.

What are we appealing?

We are appealing the PBGC's method of calculating the PC-3 category benefits. (The benefits earned by retirees, or active pilots, who were over age 53 on the date of plan termination, DOPT, September 2, 2006.) The PBGC has applied look backs to several IRS limitations that restricted our pension plan's qualified benefits in a manner that has reduced the pension benefit of many retirees. The application of these look backs is different for each age and retirement date, and the effect is that some pilots are penalized severely while others receive most, or all, of their earned retirement benefit. We believe the PBGC has exceeded its legal authority to apply these lookback penalties.

It is likely we will also appeal the way the PBGC is valuing and treating certain assets and liabilities associated with the plan.

We will also appeal any calculation errors we can identify. Past experience indicates that there are some mistakes in these calculations. These errors can be found either by the individual retiree, or by professional actuaries who will be made available to the retirees for a fee. Some guidance on locating common errors will be provided by DP3 in the near future.

Should I appeal?

The short answer is compare the gross (before taxes and any deductions) amount of your pension payment on 9/1/2006 (we call that Date of Plan Termination Pay, or DOPT Pay) with the amount you are going to receive from the PBGC according to your final Benefit Determination Letter (we call that the PBGC final benefit).

Please reread the above paragraph.

Now compare these two values.

If your PBGC final benefit is equal or nearly equal (within \$50) to your DOPT Pay, it is probably not in your best interest to appeal. We ask that you notify DP3 in writing that you do not want to appeal.

Please note that ultimately only you can decide whether an appeal is right for you, but the above calculation is intended as one tool in making that decision.

Can I lose my benefit if I appeal?

NO.

The PBGC will not punish you for appealing. You will not lose your benefit and an unsuccessful appeal will not reduce your benefit. In fact, you will receive your increased benefit regardless of your appeal status.

It is possible that your back pay (and only back pay - not your monthly payments) for any benefit increases could be delayed during the appeal process. We are not certain whether that will happen or not. However, we do know that you will eventually receive that lump sum regardless of the outcome of the appeals. It is our understanding that the PBGC is simply trying to avoid going through the process of transferring funds twice (remember any lump over \$5000 will be eligible for rollover into an IRA - the PBGC will provide the forms.)

What are we appealing and how do I know if I should appeal?

Detailed version

Overview

Your original pension benefit was based on your Final Average Earnings, Date of Retirement (DOR), Age at Retirement, and Length of Service (LOS).

The IRS has rules limiting the amount that can be paid out of a Defined Benefit Plan such as the Delta Pilots' Pension Plan (DPP). Therefore, your benefit was made up of two parts: the Qualified Benefit (Q) was paid from the DPP; the Non-Qualified Benefit was paid from several other sources (Supplemental and Bridge plans and the Money Purchase Plan (MPP)).

Your benefit was calculated according to one of three methods: The Formula Benefit, The Minimum Benefit (Delta or North East), or what the PBGC calls the Wear Away Benefit.

Your calculated total benefit was equal to $NQ + Q = \text{Total Benefit}$

This is why you received checks from several different sources prior to the date of bankruptcy.

NQ Benefits

Your NQ benefit was suspended at bankruptcy, and following litigation by DP3, you received a settlement for it in New Delta stock. There will eventually be another smaller payout to complete that settlement. This settlement cannot be re-litigated, and the second payout can only occur after all bankruptcy related litigation is completed. Delta retirees have no further legal recourse involving the NQ settlement.

Qualified Benefit Appeals

DP3 is now focused on the Qualified benefit. This benefit is being paid through the PBGC. Their method of calculating this benefit is different from the way it was calculated prior to suspension of the Delta Pilots' Pension Plan and for many retirees leads to a lower pension annuity.

DP3 has been working to change some of the PBGC procedures to make them more equitable to the retirees who are significantly impacted by their current procedures. These procedures include a 5-year look back on IRC 401a limits, a 3-year look back on IRC 415b limits for post 2001 retirees, a 5-year look back on 415b limits for pre 2001 retirees, and 3-year look backs on age and length of service. (Those limits all refer to sections of the IRS code applicable to qualified pension plans.)

There are also some questions about the valuation of plan assets and liabilities that will be addressed in the appeals process.

We won't know the full extent of the issues we will be appealing until the bulk of the benefit determinations have been issued and reviewed, and we have worked with counsel and our actuaries to identify all the potential errors made by the PBGC. Appeals of the final Benefit Determinations will include appeals of some or all of the above procedures for all affected retirees. The only action required of the retiree is to become an HR member, and provide DP3 with the documentation (DOR, HRS, BDL) requested in the members only section of the web page.

Appeals will also include appeals of any errors in applying procedures or erroneous data inputs that occur on individual benefit calculations. DP3 is working to provide guidance in identifying errors, and have also engaged actuaries who will check your benefit for a fee. We do not yet have enough data to provide that guidance, and the errors do not need to be identified until the appeals are heard in November, 2010 at the earliest..

Should I appeal?

Ultimately only you can decide whether an appeal is right for you, but we have come up with a rough calculation which we think can help inform you in making that decision:

To make this decision you need to compare two numbers - DOPT Pay, and PBGC final benefit - they can be found as follows:

First locate the payment you were receiving from the Plan on September 1, 2006 - let's call it "DOPT Pay". This is located on any pay statement between July1, 2006 and September 1, 2006. It is also on the Statement of Estimated Monthly Benefit after Plan Termination (SEMBAPT) you were sent by Delta in January 2007, and on the Benefit Estimation Statement sent to you by the PBGC in August 2007. It is also on your BDL:

If you have received your BDL that information will be listed as follows:

Benefit Calculation

(1) Plan Monthly Benefit at Date of Plan Termination as a Straight Life Annuity:

(a) Monthly Benefit Payable before 08/01/2011: \$2,100.00

(b) Monthly Benefit Payable on/after 08/01/2011: \$2,000.00

Please note that your BDL will have different dates and dollar values - this is an example only.

Now compare your monthly PBGC final benefit to that DOPT Pay you found in the paperwork described above. Your final monthly Benefit is the amount that the PBGC says you will receive from them. That value is located in several places in your Final Benefit Determination Letter. Typically, it will be in the first or second paragraph similar to the following:

"We have finished our review of your plan and your benefit and we have determined that you are entitled to a monthly payment of \$100.00."

Please note that your BDL will have a different dollar value - this is an example only.

So now you have two figures -- the amount you were being paid on 9/1/2006 - before the PBGC took over, and the amount they say they are going to pay you from now on.

The difference between the two values is the amount the PBGC look back procedures have reduced the Qualified portion of your pension.

If it is more than \$50-\$100 or so, you will likely gain from any success we have on appeal. Remember that even a \$100/mo increase would earn you more than \$5000 in retro pay, plus \$100/mo for life. That is why we recommend appealing if your shortfall is in that range.

A rough breakdown by age and seniority:

All pilots who retired after 7/1/2002, were over the age of 50 on 9/1/2003, and are not eligible for the Delta or Northeast Minimum Benefit, stand to benefit from a successful appeal.

Most, if not all pilots who retired after 1995, and retired early, (and were over the age of 50 on 9/1/2003) stand to benefit from a successful appeal.

A significant number of pilots who retired after 1995 with high FAEs stand to benefit from successful appeals.

Finally, if the appeals are successful, based on information currently available, the funding of the plan will insure that no retiree currently receiving PC3 will see his PC3 benefit reduced because of our appeals.

Will Buergey
Chairman, DP3

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To PCN subscribers these links are "hot" and will take you directly to the DP3 resource page or checklist for filing an appeal concerning your PBGC benefits.

Click for [PBGC Appeals Resource Page](#)

Or

[Appeal Checklist](#)

DP3 (login required)

Click to appeal your PBGC benefit

(Note: Must know your DP3 assigned passwords which cannot be shared in our newsletter!)

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...

Illness update - Dick Kennelly at home

From: [George Chaudoin](#)
Date: 6/11/2010 8:14:49 PM
Subject: Dick Kennelly at home

George, Dick was admitted to Cape Cod Hospital on June 1st with multiple issues. He was there till June 8th when he was transferred to Eagle Pond Rehab in South Dennis. He is getting stronger each day and is well motivated to be at home again. (he misses his dog, Wagner greatly) So we are all praying he will make it. Joan E-mailm (kennellycc@comcast.net), will get snail mail later.

George

Blue Side Up
George

Misc Posts:

From: [Crawford Family](#)
Date: 6/10/2010 7:11:25 PM
To: mark@pilotcommunication.net
Subject: travel net

Mark,

Thanks for all your time and effort. Please direct me to the fix for using Travel Net with an iPhone. I am a novice to smartphones and recall problems with Macs and iPhones in past years.

Best Wishes,
Steve Crawford

Editor: Can anyone with an I-Phone help the Captain out? I have a Droid.

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From: [JOHN STAUTER](#)
Date: 6/10/2010 4:11:39 PM
To: [Mark Sztanyo](#)
Subject: Re: "joke"

Mark,

What I forgot to mention is that you provide a phenomenal service to all of us retired folks and your hard work

is deeply appreciated by me. I always look forward to each publication and am able to stay informed because of you. I marvel at your energy level at "our" age!!!

John Stauter

Editor: Hey, if you saw my afternoon "naps" you wouldn't marvel at my energy level. Thanks for the compliment. I serve the finest group of pilots and employees ever assembled.

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From: Capt767er@aol.com

Date: 6/7/2010 8:29:43 AM

To: mark@pilotcommunication.net

Subject: WSJ

Mark, I was surprised to see the post of my letter to the WSJ on unions at Delta in the weekly package. Actually, I thought you would publish it at some point but since I had no direct feed back initially did not expect it so fast. I have a reputation for "stirring the pot." Aviation Week & Space Technology has published my comments on various issues close to 10 times in the last 10 years and at one point invited me to write an OPED to rebut Robert Crandal's remarks on aviation safety and competition.

What I wrote was so direct apparently there was some back door pressure from various aviation heavy weights that it was never published. After they made the invitation they gave no explanation. In trying to be objective and not embarrass my fellow aviators I had a former VP of Delta read it prior to submission. He commented it was too much of a personal attack. From my perspective it was impossible to ignore what the man wrote on the front page of the WSJ. I merely took each point he made and shredded it. My only satisfaction is that Mr. Crandal ceased making his comments publicly and has not been quoted since that time on the issue.

In general the WSJ has been more objective about Aviation issues. AW&ST is somewhat dependent on advertising from the industry and walks a thin line at times. I believe our former head of ALPA has now found himself dealing with the mess that started on his watch with regional carriers. If we had the accidents that occurred in the last few years initially when the RJ's were coming into service it is reasonable to assume that 50%+ of domestic traffic would not be flown by those carriers today. That is water under the bridge. It will never go back to what it was. Any military pilot today who gets out of the service to fly for a regional needs his head examined. The initial financial penalty was always steep but there was reward or at least we thought there was until retirement plans were gutted. The public is 10 years or more behind in understanding what has happened. I recently counseled the parents of a young man who was taking flying lessons and considering going to Emery Riddle and thought there was a pot of gold at the end of the rainbow. When I explained the economics of that move versus finishing his college degree and pursuing a military career as pilot they were having second thoughts. Your recent interview in the Far East demonstrates that America is now staffing the international carriers around the world because other countries respect the training and background of the pilots here even if our own airlines do not. The "bean counters" who now run the US airlines only look at how little they can pay someone. It is literally criminal that a manager at McDonald's can make more than First Officer for a regional carrier. Of course McDonald's spends more time and money training it's managers.

Enjoy your trip that is coming up. I calculated my financial future this weekend and essentially have a year before I crash and burn. If the PBGC decides I am one of those who was overpaid to begin with well the farm is gone. The fact that I have made it almost 7 years is somewhat remarkable. When I calculate the difference in cash flow during this time it is staggering. Could I have saved a little more money? Sure but what is life about to begin with? At least I did not wait until retirement to enjoy some of it. The same story for the last 7 years. There will be plenty of time to sit and watch TV later. Regards, Rick Bauer

Editor: Rick, I think we need a few pot stirrers. I thought your post was well researched and noteworthy and should be shared. I think there are certain majority views among are group that exist but all views are welcome. By bringing the best arguments and premises to the table I believe that the cream will rise to the top. Your well thought out post makes my job easier because the post can stand on its own awaiting response from other viewpoints.

Human Interest:

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

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

Next ORD DC-9 Layover June 17

From: DWSkjerven@aol.com

Date: 6/12/2010 12:28:53 PM

Subject: 3rd Thursday ORD DC-9 Layover

This coming Thursday the 17th of June - all ready! - is the 3rd Thursday of the month and time to see if you still know how to layover the ORD DC-9 way. Last month we had a good turn out for the DC-9 Layover but the numbers were low for June's breakfast. So make a point to be there and bring a friend. Everyone is welcome to the ORD Delta Pilot's Simulated DC-9 Layover of good beer, great pizza and fantastic war stories. As always this great get together is the 3rd Thursday of the month at Nick's Pizza & Pub, 856 Pyott Rd, Crystal Lake, IL or about 1/2 mile north of the Lake In The Hills airport. See you there, David W. Skjerven

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) :

Immediate need for 747-400 crews for early July class:

Gentlemen, I am talking with a company that will be hiring a significant crew compliment in short order. The immediate need is for 10 747-400 crews for an early July class. If you are or know somebody else who is a quality guy with experience on the aircraft (particularly as a AME or LCP) please email me for more info.
Good equipment
Quality maintenance
State-side corporate home
Competitive pay
Please email me for more info or to submit your name for interviews. mark@pilotcommunication.net

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

'Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention, but the wheel does not go nearly as well with pizza.'
~Dave Barry

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Thanks George *OK, guys, ----- we now have the full explanation, for this historic mystery.***

The way we think...

All babies start out with the same number of raw cells which, over nine months, develop into a complete female baby. The problem occurs when cells are instructed by the little chromosomes to make a male baby instead. Because there are only so many cells to go around, the cell necessary to develop a male's reproductive organs have to come from cells already assigned elsewhere in the female.

Recent tests have shown that these cells are removed from the communications center of the brain, migrate lower in the body and develop into male sexual organs. If you visualize a normal brain to be similar to a full deck of cards, this means that males are born a few cards short, so to speak, and some of their cards are in their shorts.

Tis difference between the male and female brain manifests itself in various ways. Little girls will tend to play things like house or learn to read. Little boys, however, will tend to do things like placing a bucket over their heads and running into walls. Little girls will think about doing things before taking any action. Little boys will just punch or kick something and will look surprised if someone asks them why they just punched their little brother who was half asleep and looking the other way.

Tis basic cognitive difference continues to grow until puberty, when the hormones kick into action and the trouble really begins. After puberty, not only the size of the male and female brains differ, but the center of thought also differs. Women think with their heads. Male thoughts often originate lower in their bodies where their ex-brain cells reside.

Of course, the size of this problem varies from man to man. In some men only a small number of brain cells migrate and they are left with nearly full mental capacity but they tend to be rather dull, sexually speaking.

Such men are known in medical terms as "Engineers/computer geeks/weather forecasters". (or sometimes doctors)

Other men suffer larger brain cell relocation. These men are medically referred to as "Pilots."

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.

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Delta Pilots Pension Preservation Organization - <http://www.dp3.org>
Delta Museum & Fly-in information - <http://www.deltamuseum.org>
Delta Pioneers - <http://www.deltapioneersinc.com/>
Delta Golden Wings - <http://www.deltagoldenwings.com/>
Delta Retiree Connection - <http://www.dlretiree.info>
Delta Retirement Committee - <http://www.dalrc.org/>
DAL Pilots DDPSA - <http://www.ddpsa.com/>
Delta Extra Net Portal - <http://dlnet.delta.com/>

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