

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:

Well, Barb and I have returned from Austria and Haus Edelweiss. The 2 weeks spent there was chocked full of tasks to do and at times was quite tiring. The Haus' mission is to train Eastern European church leaders and offers a Master of Divinity program. Most of these students are sponsored by the TCMI and so utilizing volunteer long – short term workers and professors is key to making this thing run. And run it does with amazing Austrian style efficiency. The Haus has a rich and intriguing history in and of itself. A wealthy Jewish family originally built it for a hunting lodge. During WWII it was confiscated by the Nazi's and used as and outpost and even temporarily held prisoners. Later, under Soviet occupation of Austria, the Soviets used the Haus. After the fall of the iron curtain the Haus was turned back to the family but soon became too expensive to maintain and it sat idle for many years. In the 70's the mission was driving the countryside looking for a place to purchase when they passed the Haus now totally overgrown and they only caught a glimpse by "chance" in their rear view mirror. The Haus was for sale but in total disrepair. Today after years of hard volunteer work it has become a campus and runs regular 2 week sessions. By the way in this beautiful valley leading to Baden (where Napolean once marched) it is a great location for an

outdoorsman. The creek is full of trout and the woods has 4 types of big game. Man, give me my bow and a little time alone there!

In our session 3 courses were offered and students from 6 different countries attended. We as short term workers were encouraged to intermingle and we always ate together. This allowed for us to make new friendships and learn of some amazing people. We went to serve and we worked hard while there, but our biggest take away was the blessing that the mission and these students have to their studies. Two came from Siberia a 3 day train ride. One hitchhiked from Ukraine. Some carpooled and others flew in. Their life stories and their dedication deeply moved Barb and I and gave us a completely new and different world view. I even learned how to say "good morning" in Bulgaria. We made friends from all six of the countries represented.

One day we may meet and if you interested I can share more. Just wanted to let you briefly know what we have been doing for the last nearly 3 weeks.

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Hubs and DAL: On the return from AMS I passed through DTW before arriving in CVG. DTW is on the grow and CVG is on the slow. I don't know if any of you have been to CVG recently but if you have, then MSY, DFW and MIA all come to mind. CVG is going away.....flight by flight! No longer a real hub (no matter what management may say) the plan is more evident than the nose on your face. DTW on the other hand has had Obama's subsidy of the American car industry, and DAL is tagging along with the government's bet and growing the hub. Geographically, DTW is in a good location. But should the bet on the car industry turn into a bad gamble by the Feds, then the bet by DAL on DTW will follow suit. Time will tell. One thing is for certain. The north-south and cargo airline I came work for in 1978, has seen more metamorphous' than the Hulk and is likely not done yet. If you are gonna hang around in this industry, than you had better get used to constant change.

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Passport renewal fees go up dramatically on Tuesday the 13th.

Still time to renew by filling out online form and mailing it in on Monday.

http://travel.state.gov/passport/forms/ds82/ds82_843.html

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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 Air Lines Announces Webcast of Second Quarter 2010 Financial Results

Press Release Source: Delta Air Lines On Friday July 9, 2010, 1:43 pm EDT

ATLANTA, July 9 /PRNewswire-FirstCall/ --

WHAT: Delta Air Lines (NYSE:[DAL](#) - [News](#)) will hold a live conference call and webcast to discuss its second quarter 2010 financial results at 10 a.m. EDT, July 19, 2010.

WHO: Richard Anderson - chief executive officer
Ed Bastian - president
Hank Halter - chief financial officer

WEB ADDRESS: The conference call can be accessed via the Internet at http://www.delta.com/about_delta/investor_relations/webcasts/index.jsp

SPECIAL NOTICE: A replay will be available at the same site shortly after the webcast is complete until Aug. 19, 2010.

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Delta Air Lines Thanks U.S. Department of Transportation for Right to Connect Detroit, Los Angeles to Tokyo-Haneda

Press Release Source: Delta Air Lines On Tuesday July 6, 2010, 6:41 pm EDT

ATLANTA, July 6 /PRNewswire-FirstCall/ -- Delta Air Lines (NYSE:[DAL](#) - [News](#)) today received final approval from the U.S. Department of Transportation (DOT) to operate daily, year-round nonstop service between Tokyo International Airport, also known as Haneda Airport, and Detroit and Los Angeles. Schedules for Delta's new daily Haneda flights will be made available for sale in the next few weeks.

Read More: <http://finance.yahoo.com/news/Delta-Air-Lines-Thanks-US-prnews-4082242146.html?x=0&.v=1>

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\$3 To \$4 Earnings Per Share Forecasted For Delta Air Lines (DAL); Shares Can Sell At 8x-10x Estimated Forward EPS According To Industry Analyst

On Tuesday July 6, 2010, 5:50 pm EDT

67 WALL STREET, New York - July 6, 2010

..... Our second choice is Delta Air Lines (DAL). The 2008 acquisition of Northwest Airlines catapulted Delta Air Lines into the number one position by any measure - revenues, costs, traffic, routes, fleet size and so on. Delta has a strong international route structure, including a dominant position in Asia, especially in Japan, where they are the second largest airline behind Japan Airlines (JALSQ). Delta is a member of the SkyTeam alliance and is a major player in the New York-Europe market. Delta's U.S. domestic hubs are located in Atlanta, Minneapolis/St. Paul, Memphis, New York, Salt Lake City and Cincinnati as a focus city. Delta is currently about 40% international and 60% domestic, and is moving towards a 50%-50% international/domestic mix. Once the synergies of the Northwest acquisition are fully realized, probably this year, Delta's earnings could easily reach the \$3- to \$4-per-share range. We believe the shares can sell at eight times to 10 times estimated forward EPS, implying the stock could trade to a range of \$24 at the low end - eight times \$3 - to as much as \$40 at the high end - 10 times \$4.

The Wall Street Transcript is a unique service for investors and industry researchers - providing fresh commentary and insight through verbatim interviews with CEOs and research analysts. This special issue is available by calling (212) 952-7433 (212) 952-7433 or via [The Wall Street Transcript Online](#) .

Other Airline News (Recent stories of interest):

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 Appeal Status Update

July 11, 2010

This is a bit lengthy, but contains information you may find helpful as we work on the PBGC appeals process. It also answers a few common questions we get every day. (For more Q&A about the appeal, visit the [BLOG](#).)

The list of members whose appeal extension requests have been submitted to the PBGC has been updated

We have just posted a new status update on the members-only web site: [Appeal Status Web Page](#).

As always, access to that page requires the members-only username and password, which is provided in the box below on the left.

This update, as well as the info in the membership status box on the left, reflects all documents received and action taken on your appeal as of noon Friday, July 9, 2010. Documents received after that cutoff will be updated in next week's regular update process.

To protect your privacy, your name is not used. A "reference number" made up of the last name initial and last four digits of your SSN are used. For example, Joe Pilot with a SS# of 123-45-6789 would be P6789."

On the Appeals Status list, find your reference number; confirm that your appeal extension has been requested by checking the date in the "Date Extension Requested" column. If the PBGC has notified our attorneys that they have granted your extension, the date they did so is listed in the "Date PBGC Granted Extension" column. (Note that there can be a considerable delay before the PBGC acknowledges the extension request - do not be concerned about that.)

This new version of the Appeals Status page adds a notation that lists any incomplete documents and what we need to complete your file. If there is an asterisk and note by your reference number, please send us the missing pages of your documents.

If you have withdrawn from the appeal, your dates should be crossed out and the word "WITHDRAWN" should be noted in the comment column.

Some of the reference numbers have xxxx instead of the last four digits of your SSN. This is usually because we do not have page one of your benefit statement, which is the source for that entry. If you have sent us your paperwork, and

can't find your reference number, send us a message and ask if that's the problem.

If you have not faxed us your BDL, you won't be on the Appeals Status list

As of today, only about 25% of the DP3 members have received their Benefit Determination Letters (BDL); don't worry if you do not have yours yet. The letters will keep coming out between now and November; if you're concerned, call the PBGC.

You will not find your reference number on the Appeal Extension Request page until you have faxed your BDL to us and we have submitted your extension request to the PBGC.

Properly Scanned and Emailed documents save us time, effort and money

Scanned and emailed documents in PDF format are easiest for us. Faxing is our second choice. (Your faxes are automatically converted to PDF images by our fax service and then emailed to us.)

We prefer not to receive documents via U.S. Mail since we have to manually convert those papers into electronic form anyway. If you must send snail mail, please do not send it certified or registered!

Please make sure to send all pages. The cover letter is important, and we need the signature at the end of the letter too - it might be on the back. Send all pages of the Benefit Statement.

Try to send the pages in order and oriented upright.

After the documents are cataloged and Honor Roll membership is confirmed, the documents are forwarded to the attorneys. DP3 does not print or keep paper copies of these documents.

Remember the 45-day time limit - don't wait until the last week

The PBGC requires that we request an extension of your appeal deadline sometime within the 45-day window that begins on the date of your benefit determination letter. It will really help us if you don't wait until the 35th or 40th day to send the BDL to us. Typically, we make a single weekly submission to the PBGC each Friday with the week's extension requests. It is expensive to make individual extension requests for procrastinators.

You don't have to decide what to appeal, or even whether or not to appeal during those 45 days, since we're just extending the appeal deadline at this time. If you have doubts or just aren't sure whether or not to appeal, we recommend that you send your BDL to us and get the extension requested; you can withdraw from the appeal at any time before the appeal is actually filed on November 19, 2010. But you cannot join the appeal once the 45-day window closes.

The PBGC has advised our attorneys that increased annuity payments and lump sum retro checks will be paid whether you appeal or not, and any members who have received a reduction in their benefit will have the reduced payments suspended until the appeal is completed.

Glitches happen

Please remember that our systems are not automated and that fax machines are not perfect. A few of the thousands of pages of faxes we get are garbled, blank, reverse mirror images, cut off mid page, or otherwise unusable, and your sending fax machine may not report the error. Some just get lost in cyberspace or faxed to the wrong number. If your paperwork status is reported incorrectly on either the status box above, or the Appeals Status Web Page, your fax was probably one of the bad ones. Contact us to check, and if you can, tell us the fax number of the machine you used to send the documents.

We don't want instructions/forms that came with the BDL

Don't email or fax us the instructions or fill-in-the-blank PBGC forms, as we are not handling those for the membership. Complete those and send them to the PBGC yourself, except for Form 718 if you got one - contact us before you send that one back.

The nine DP3 volunteer trustees are working extremely hard to prepare for the appeal, and helping us by following these tips will make our jobs much easier.

Thank you for your continued support.

Will Buergey
Chairman, DP3

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DP3 Update on PBGC Appeal Communications

July 7, 2010

Thank you to the hundreds of new DP3 Honor Roll members who have recently upgraded their DP3 membership status now that the PBGC is issuing their final decision on our qualified pension benefits subject to payment by the PBGC.

I hope it is apparent to all DP3 members that your trustees have been preparing for this event for the past three years, and we feel we have assembled the best team of professionals available to protect your earned benefits.

As most of you know, DP3 is operated by nine volunteers who have suffered the same pension losses as most of you, and these volunteers are working day and night to restore our benefits to the level that Delta Air Lines promised we would receive if the Bankruptcy Court allowed the termination of our pension plan.

One of the aspects of this situation that is so unfair is that we all worked for the same company under the same pilot working agreement, but because of questionable PBGC policies and procedures, some retirees continue to receive 100 per cent of their contractual pension, while thousands of other retirees have suffered huge losses of their lifetime benefits.

As we have evaluated our own benefit statements, as well as the thousands we have received over the past month from the DP3 Honor Roll members, some clear patterns are emerging that will help us argue against the current PBGC practices during the appeals process. We also have explored other avenues of relief from these PBGC practices, but we need to keep some of those initiatives quiet for the time being.

We understand that you have many questions and we have been exploring new methods to disseminate information to the membership without compromising our legal strategy or your confidentiality.

New Appeals Communications Tools

We have developed some new communications resources through the efforts of two of our trustees. DP3 Secretary and Communications Chairman Roger Ross has been the go-to-guy who has been processing all of your paperwork, checking it for completeness and accuracy, and then forwarding it to our legal team. Roger has developed a new page for the DP3 website to help you determine when the attorneys have formally filed your appeal paperwork with the PBGC.

Most of our detailed information regarding the appeal has been hidden on our secure server both for security, and to ensure that only Honor Roll members have access to the information. To locate Roger's new appeal status web page, you first need to go to the "Honor Roll Member Only" section of our website via the link located at the top right hand portion of the DP3 homepage. Once you have entered the generic user name and password (please write these down somewhere so you can easily find them) you will find yourself on a page where you can click a link to go to the "Appeals Resource Page."

On the "Appeals Resource Page" you will see a section highlighted in a bright green banner that says "Check the Status of Your Appeal." Clicking this section will open up a list of members whose appeal extension requests have been filed with the PBGC. To locate your information scroll through the list until you find the section with the first initial of your last name, then look for the last four numbers of your social security number. For example, if your last name is Brenson and the last four digits of your SS number are 1234, you would find your personal appeal information at: B1234. Please remember that this system is not automated and the attorneys are currently filing the extension requests once per week so that it might take a week or two for your information to be updated. If it has taken more than a couple of weeks, or your 45 day appeal deadline is approaching, then you should contact us to check your status.

We are Updating and Reemphasizing the DP3 BLOG

Our other new communications vehicle is the work of DP3 Retirement Committee Chairman Tom Seever. Tom has been developing a list of questions and answers concerning the appeals process and we have allowed Tom to use a portion of the DP3 BLOG to provide this information to the membership. By posting the information in this manner our members will have access to the data anywhere you have internet access and you won't need to maintain a personal library of old DP3 messages.

To access Tom's Q and A's, simply go to the DP3 homepage at DP3.org and click on the [link to the BLOG](#) on the right side of the homepage.

Thank you for your continued support.

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):

Joel Payne

Email flyplayne@bellsouth.net

Issue Area Travel

Comments - Below is a site I find extremely valuable for travel planning. You can either register for free[I did], or sign in as a guest. Kind of "one stop shopping" for various airlines from point "A" to "B" with beau coup options. Don't believe it covers LCC's. Understand it was developed by some folks at MIT a few years ago. Once a flight has been chosen, if you click on "Details", it will give you the fare breakdown and the code to use for making a reservation. The site does NOT do the booking, which I like. You can then use the code when contacting the airline or a travel agent. Supposedly just purchased by Google. Hope they don't mess it up. Good Hunting !!

Joel Payne ATL 767A[ret.]

<http://matrix.itasoftware.com/cvg/dispatch/>

Life Section...

Misc Posts:

From: Wlshay@aol.com

Date: 7/8/2010 1:57:09 PM

To: mark@pilotcommunication.net

Subject: (no subject)

This is concerning the letter to appeal to the PBGC. All of my fellow pilots who went out on the early retirement program in 97 have received their letters. I have called the PBGC several times regarding this but can't get a answer. Has there been any other pilots questioning this. I appreciate any help....Thank you for all your time and effort.....William Hay retired 1997

Editor: William your question isn't entirely clear but I assume that you are questioning that you have not received your BDL yet. If not, please know that even though the process has started the PBCG said this process may continue until December of this year.

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From: George.Chaudoin@comcast.net

Date: 7/8/2010 9:08:03 AM

Subject: E-MAIL TRACKER PROGRAMS- and ETIQUITE ; INTERESTING]

The man that sent this information is a computer tech. He spends a lot of time clearing the junk off computers for people and listens to complaints about speed. All forwards are not bad, just some. Be sure you read the very last paragraph.

He wrote: By now, I suspect everyone is familiar with snopes.com and/or truthorfiction.com for determining whether information received via email is just that: true/false or fact/fiction. Both are excellent sites. Advice from snopes.com **VERY IMPORTANT!!**

1) Any time you see an email that says "forward this on to '10' (or however many) of your friends", "sign this petition", or "you'll get bad luck" or "you'll get good luck" or "you'll see something funny on your screen after you send it" or whatever --- it almost always has

an email tracker program attached that tracks the cookies and emails of those folks you forward to. The host sender is getting a copy each time it gets forwarded and then is able to get lists of 'active' email addresses to use in SPAM emails or sell to other spammers. Even when you get emails that demand you send the email on if you're not ashamed of God/Jesus --- that is email tracking, and they are playing on our conscience. These people don't care how they get your

email addresses - just as long as they get them. Also, emails that talk about a missing child or a child with an incurable disease "how would you feel if that was your child" --- email tracking. Ignore them and don't participate!

2) Almost all emails that ask you to add your name and forward on to others are similar to that mass letter years ago that asked people to send business cards to the little kid in Florida who wanted to break the Guinness Book of Records for the most cards. All it was, and all any of this type of email is, is a way to get names and 'cookie' tracking information for telemarketers and spammers -- to validate active email accounts for their own profitable purposes. You can do your Friends and Family members a GREAT favor by sending this information to them. You will be providing a service to your friends. And you will be rewarded by not getting thousands of spam

emails in the future! Do yourself a favor and STOP adding your name(s) to those types of listing regardless how inviting they might sound! Or make you feel guilty if you don't! It's all about getting email addresses and nothing more.

You may think you are supporting a GREAT cause, but you are NOT!

Instead, you will be getting tons of junk mail later and very possibly a virus attached! Plus, we are helping the spammers get rich! Let's not make it easy for them!

AND you NEED to remove all of the information that is at the top of emails when you get them if you are going to forward them ... you know, the email addresses of who sent them to you and the email addresses of the ones they send them to and so on and so on YOU CAN DO THIS BY CLICKING ON FORWARD THEN HIGHLIGHTING AND DELETING OR BACKSPACING TO REMOVE THIS INFORMATION ... IT WORKS!

Also, when you add the names at the top of your email, don't put them in the To: line or the Cc: line ... put them in the Bcc: line. This way, the recipients will receive their email saying that you sent it to Undisclosed Recipients. If you do not have a Bcc: line on your email page, get someone to show you how to get it there. All computers have this feature. To add BCC line to a new message:

Open a new messages as if you were going to send a new message, click on view (at the top) and then click on All Headers and the BCC line should be there....just that simple.

Lastly: Email petitions are NOT acceptable to Congress or any other organization - i.e. social security, etc. To be acceptable, petitions must have a "signed signature" and full address of the person signing the petition, so this is a waste of time and you are just helping the email trackers.

Blue Side Up
George

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From: [Bruce Hain](#)

Date: 7/7/2010 10:42:13 PM

To: mark@pilotcommunication.net

Subject: retirement gift for AME Gerald Sanders, M.D.

Gentlemen:

I am an active 777 captain in ATL whose Cobb County-based AME, Gerry Sanders of the Marietta Eye Clinic and The Canton Eye Clinic, retired effective 30 June 2010. As a retirement gift, I obtained a matted photo of an L-1011 (somewhat smaller than the 24 x 28 photo DAL pilots historically get) and am trying to reach as many of the active and retired pilots who were patients of Gerry over the years to have as many of them sign this photo as is possible. The doctor's office could not release names of patients due to HIPAA regulations. We are canvassing as many of the active guys and girls we can find, but getting the word to retirees living locally is difficult. Could you please post something on your site advising all past FAA medical patients of Gerry's to please contact me at one of the contact points listed below?

I am in your debt.

Bruce P. Hain
ATL777A
(770) 499-9705 (home)
(404) 386-7124 (cell)
pilotlaw@bellsouth.net

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Capt Lee has a question and wonder if you can help? Just email back in a response and I will post.

From: [Al Lee](#)

Date: 7/5/2010 11:15:33 AM

To: misc@pilotcommunication.net

Subject: Series EE bonds

Hi Mark:

While going through my safe the other day, I found a folder labeled Series EE Savings Bond. Way back in March of 1990, Delta issued \$50.00 bonds to us. (I don't know if it was just pilots or everybody.)

Their cost was \$25.00

The value today (July, 2010) is \$69.78.

I am just wondering how many of these bonds are still being held and/or how many have cashed them in? OR- how many have been "rat-holed" somewhere in a filing cabinet, long since forgotten.

A good question for a survey on the net - when you get back to the USA.

Al Lee

767 ER retired 2000

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Jean Marie Cinotto

Email jeancinotto@sbcglobal.net

Issue Area General

Comments - The Army owes about 120,000 Veterans extra pay and VA is reaching out to find them. The Army is seeking soldiers, Veterans, and survivors of soldiers whose service was involuntarily extended under Stop Loss Authority between September 11, 2001 and September 30, 2008. The 2009 War Supplemental Appropriations Act stipulates they are eligible for special pay those eligible will receive \$500 for each month or partial month served in stop loss status. To receive this benefit, those who served under Stop Loss must submit a claim by October 21, 2010. Stop Loss Veterans can submit their on line at <https://www.stoplosspay.army.mil>. The Army encourages all candidates to visit its Web site to check eligibility and submit claims. The Army's Web site will also answer frequently asked questions about the claim process and has a link to the program's official Facebook page. Applicants who have questions not covered by the Web site can e-mail RetroStopLossPay@conus.army.mil or c

all 877-736-5554. Veterans can also link to the eligibility and claims information on the VA Vet Center home page at <http://www.vetcenter.va.gov/index.asp>; click on RSLP at the bottom of the left side column.

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

From: [carol](#)

Date: 7/9/2010 4:21:00 PM

To: [Undisclosed-Recipient:](#)

Subject: It's time to book the Delta Airlines Reunion Cruise

...spreading the word! It's time to cruise and reunite!!

General Info call

Skip Frye 805-305-05890 alohaskeep@gmail.com

Jedda Lorek 760-723-1138 Fallbrook96@roadrunner.com

CF

Frank 'n' Carol Ann (Legge Wichterman) Faulkner
*Carol...DOE 03-24-69/ Ret. 11-01-02/ MSP-PHX-SLC-PHX
*Frank...DOE 07-21-58/ Ret. 04-01-01/ IDA-PIH-HNL-PHX
WA/DL retirees & DL Pioneers Arizona Sun Catchers Chapter
480-345-2677 carol.n.frank@cox.net 2698 W. Bentrup St., Chandler, AZ 85224-1004
----- Original Message -----

From: jedda_lorek **Sent:** Wednesday, June 30, 2010 7:00 PM **Subject:** It's time to book the Delta Airlines Reunion Cruise

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MARK YOUR CALENDARS – THE FIVE YEAR WAIT IS OVER

JIM VINCENT'S BOSTON REUNION

THURSDAY EVENING, JULY 15TH, 2010 FROM 6:00-10:00 P.M.

Kowloon Restaurant

九龙一间食肆

Route one – North
Saugus, Ma

Location: 2nd Floor

Buffet Price (pay at the door) \$15

Bar - Cash Bar

Come one come all

All who worked or once worked in Boston are welcome!

From: George_Chaudoin

Date: 07/04/10 16:21:31

Subject: A Reminder Boston Reunion on July 15 - Please distribute

Blue Side Up
George

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

From: [Buford Ness](#)
Date: 7/6/2010 7:40:17 AM
To: mark@pilotcommunication.net
Subject: Looking for

Richard "Dick" Williamson. DOE 1969 B-737 IP

Buff Ness

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

From: [Bean, Judy M](#)
Date: 7/6/2010 10:39:29 AM
Subject: Museum Store Toy Sale

Just in time for Christmas shopping in July, the Delta Heritage Museum Store is reducing Delta-branded toy merchandise to never-before-seen low prices. (Sale prices apply to items in the store only and do not affect web prices.)

Stop by today and check out the uniformed fashion dolls, junior pilot hats, radio control planes and much more. The Museum Store is located in Historic Hangar 1 at Delta's General Office complex and is open Monday-Thursday, 9a-4p.

Hope to see you soon,

Judy

Judy Bean | Heritage Museum Store Manager | 404-773-1219 | Judy.M.Bean@Delta.com

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

From: "VOR Holdings" <doug@vorholdings.com>
Reply-To: doug@vorholdings.com

Having trouble viewing this email? Please [click here](#)

Latest Jobs

A320 Captains

US\$168,000/year Chengdu, China 45 days annual leave [more details](#)

US\$168,000/year Shanghai, China 30 days annual leave [more details](#)

US\$162,000/year Guangzhou or Xi'an, China Work 6 weeks off 14 days [more details](#)

US\$144,000/year Chengdu, China 90 days annual leave [more details](#)

B747-400 Captains

US\$200,000/year Beijing, China 28 days annual leave [more details](#)

US\$182,000/year Beijing, China 42 days annual leave [more details](#)

US\$165,000/year Base outside China 28 days annual leave [more details](#)

B777 Captains

US\$182,000/year Shanghai, China 21 days annual leave [more details](#)

B737NG Captains

US\$145,000/year Tianjin, China 30 days annual leave [more details](#)

EMB190 Captains

US\$123,000/year Zhengzhou, China 30 days annual leave [more details](#)

US\$120,000/year Tianjin, China 30 days annual leave [more details](#)

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From: [George Chaudoin](#)

Date: 7/7/2010 11:20:41 AM

Subject: Round Aircraft Engines Verses Jet Engines]

Note; The AD6 is the US Navy version of the Douglas AD1 Skyraider, a very large piece of kit!

Starting, take off and flying with the wonderful radial powered aircraft (an AD-6)

Radial Starting (3350 engine on an AD-6) Be sure you drain both the sumps. (You can fill your Zippo lighter

while you do this) Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
 2. Battery on
 3. Mags on
 4. Fuel boost on
 5. Hit starter button (The four bladed 13' 6' prop will start a slow turn)
 6. Begin to bounce your finger on top of the primer button.
 - a. This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.
 7. Act one will begin: Belching, banging, rattling, backfiring, sputtering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position)
 8. When the engine begins to "catch" on the primer. Move the mixture to full rich. The flames from the exhaust will stop and white smoke will come out.
- (Fire bottle guy relaxes a bit) You will hear a wonderful throaty roar that is like music to the ears..
- a. Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.
 9. Immediately check the oil pressure and hydraulic gages.
 10. The entire aircraft is now shaking and shuddering from the torque of the engine and RPM of prop.
 - a. The engine is an 18 cylinder R-3350 that develops 2,700 HP.
 11. Close cowl flaps to warm up the engine for taxi.
 12. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.

Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open.
4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg with the torque on takeoff.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane (with the torque of the monster prop and engine power definitely wants to go left).
9. NEVER add full power suddenly! There is not enough rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.
11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power.
(I have found that the engine can make similar noises)
12. Lift the tail and when it "feels right" pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM
16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the super charger.

Flying with the round engine.

1. Once you reach altitude which isn't very! high (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits. Then ease it forward a bit and this is best mixture..
3. While cruising the engine sounds like it might blow or quit at any time. This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.

5. At night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.
7. Seeing lightning in the clouds ahead increases the pucker factor by about 10.
 - a. You can't fly high enough to get over them and if you try and get under the clouds----you will die in turbulence.
 - b. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the deicers, tighten and lock your shoulder straps and hang on.
 - c. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sidewise while inverted.
8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

The jet engine and aircraft

Start a jet

1. Fuel boost on.
2. Hit the start button
3. When the JPT starts to move ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

Take off in the jet

1. Lower flaps
2. Tell the tower you are ready for takeoff.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with.
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.
8. Leave the power at 100%

Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.
5. You look down and see lightning in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. If you fly in tropical areas, this cannot be stressed enough.
7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call girl friends on their cell phones: "Guess where I am etc"

Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang---it might decide to go anywhere. Gusting winds help this behavior a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.
10. Starting a round engine is an artistic endeavor requiring prayer (curse words) and sometimes meditation.
11. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, sputter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp out.
14. Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly

Pass this on to real pilots.

Blue Side Up

George

Political (food for thought):

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

Thanks George for the 2 Navy jokes below:

As a crowded airliner is about to takeoff, the peace is suddenly shattered by a five-year-old boy who picks that moment to throw a wild temper tantrum. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him.

Suddenly, from the rear of the plane, an older man in the uniform of a U.S. Navy Chief begins to make his way up the aisle. Stopping the frustrated mother's upraised hand, the white-haired, courtly, soft-spoken Chief leans down and, motioning toward his collar, whispers something into the boy's ear. Instantly, the boy calms down, gently takes his mother's hand, and quietly fastens his seat belt. All the other passengers burst into spontaneous applause.

As the Chief slowly makes his way back to his seat, one of the cabin attendants touches his sleeve.

"Excuse me, Chief", she asks quietly, "could I ask you what magic words you used on that little boy?"

The Chief smiled serenely and gently confides, "I showed him my Anchors, service stripes, and battle ribbons, and then explained to him that they entitled me to throw one passenger out of the plane."

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A wise old Master Chief once said...A young Ensign approaches the crusty old Master Chief and asked about The origin of the commissioned officer insignias.

"Well," replied the Master Chief, "the insignias for the Navy are Steeped in history and tradition. First, we give you a gold bar representing that you are very valuable But also malleable. The silver bar also represents significant Value, but is less malleable. Now, when you make Lieutenant, your value Doubles, hence the two silver bars. As a Captain, you soar over the Military masses, hence the eagle. As an Admiral, you are, bviously, a Star. Does that answer your question?"

"Yes Master Chief" replied the young Ensign. "But what about Lieutenant Commander and Commander?"

"That, sir, goes waaaay back in history - back to the Garden of Eden. You see, we've always covered our pricks with leaves."

Mark

Mark Sztanyo, PCN Dir & HL Editor

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