

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 filter notices not desired.*

Large Web Community for World's Largest Airline

High Life

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

Dear PCN,

Group Section.....

Mark's Remarks:

Finally [PCN Ads](#) – *up and running!*

PCN now has a new service for our community. You can get your item, service, or things wanted online for the PCN network to see. Further, the Ads will be linked to our website and have been optimized to allow your info to be searchable before airline personnel everywhere and the world wide web. This beats by a bunch having your promo published one time in a newsletter. Our Ad section is ongoing and you can keep it published indefinitely.

Little history: Since taking over this PCN network, I have continually been approached by members who have a commercial interest. Some selling travel, a service, or offering a part time job etc. In addition we all have items like cars or condos that we would like to offer. I have wanted to help these requests but how could I do it in a fair way and in a very obvious designated commercial section? The answer is “PCN Ads.” I have been able to develop this as a free registration online classified section.

This service does have a cost for set up and maintenance that I hope to defray by some ads carrying a modest fee.

Every one submitting an Ad gets a private login and complete control over their ads. URL's and images are allowed and you will see it is a very nice format for entering online ads.

Check it out and get your item, thing wanted, service or place posted!

[PCN Ads](#)

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Google Groups change: Nov change will have little impact on you. Google groups is [making a change](#) in Nov and it will have a minor affect on the PCN. We can no longer upload pages or files to the group. Currently, I publish and archive our newsletter TWO ways. I will likely use another vehicle to continue to do that.

From your perspective you will still get notices of a newsletter or announcement and with the enclosed appropriate links. What will change are the links, but other than that you won't see a dramatic. Just wanted to let you know prior to the change.

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PCN URL (internet address) update for homepage address:

Please adjust your bookmark or favorites for the PCN homepage to:

<http://pcn.homestead.com/home01.html>

If you have clicked on or searched for <http://pilotcommunication.net> lately you would have seen an error page (which has been since corrected). We still own that domain of the 2nd URL but are using it for the newly released PCN Ads.

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Calling the PBGC for BSW:

I wish I had a direct number for the Atlanta office (which you need to ask for when calling the PBGC) but I do not. Simply call the national PBGC number at the Atlanta office.

PBGC in DC- 1-800-400-7242 Any questions regarding your benefits or obtaining your **benefit statement worksheet**, *talk to the Atlanta office.*

Following is not good anymore: (~~extension 2000 or PBGC in ATL at 404-607-8836~~)

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ESPN 3:

What is it? Well, ESPN3.com is a sports TV channel that is "online". Why is that important? Because, sometimes one of two situations exist; you are away from cable but have your laptop

with you and your have internet access. Why not tune in? The other situation is that your cable or dish doesn't carry a team that you wish to watch that ESPN 3 is carrying online *free of charge*. Speaking of FREE, so is the PCN toolbar that I created. In fact I just added added ESPN3 under the gadget pull down so that it is available to our group. Over 350 guys who use IE have downloaded this cool toolbar. No gimmicks, no come-ons (from me anyway), just cool useful tools at the top of your browser. [Click here](#) to get your own PCN toolbar.

News Section.....

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

NTSB Cites Pilot Fatigue in 2009 Delta Landing

By ANDY PASZTOR

Federal accident investigators have released a report indicating that cockpit fatigue, highlighted by a captain who had been awake for roughly 23 hours, likely was a big factor in a [Delta Air Lines](#) Inc. jet that mistakenly landed on an Atlanta taxiway last fall.

Released on Thursday, The National Transportation Safety Board's report provides fresh evidence about the insidious dangers of pilot fatigue—an issue that remains at the forefront of the debate over how to enhance the safety of commercial aviation in the U.S. and overseas.

The board's summary provides new information about the sequence of events before dawn on Oct. 19, when a Delta [Boeing](#) 767 widebody jet touched down on a 75-foot taxiway instead of a 150-foot wide parallel runway at Atlanta's Hartsfield International Airport. The details underscore how long-range flights can lead to sleepy and distracted pilots during the critical, final phases before touchdown.

Read More:

http://online.wsj.com/article/SB10001424052748703499604575512663862224780.html?ru=yahoo&mod=yahoo_hs

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Delta Simulator Technicians to Remain Union-Free

Simulator Technicians reject IAM representation for the second time this year

Press Release Source: Delta Air Lines On Thursday September 16, 2010, 3:50 pm EDT

ATLANTA, Sept. 16 /PRNewswire/ -- Delta Air Lines (NYSE:[DAL](#) - [News](#)) today received notification from the National Mediation Board (NMB) that a majority of simulator technicians have again rejected representation by the International Association of Machinists (IAM).

In a memo issued today to Delta's simulator technicians, Senior Vice President of Flight Operations Steve Dickson responded to the technicians' decision:

"Today the National Mediation Board (NMB) reported a majority of Delta's simulator technicians have rejected IAM representation. We are pleased our combined simulator technician workgroup has once again chosen a direct relationship with Delta leaders. This relationship is one of the most important aspects of our unique culture.

The NMB procedures provide seven business days – until September 27 – for a participant to contest an election. We will be communicating next steps as soon as this period expires. We hope all concerned are prepared to move on and respect the decision of our simulator technicians.

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Delta's Growth Prompts Analyst Warmth

By [Ted Reed](#)   09/15/10 - 10:22 AM EDT

ATLANTA ([TheStreet](#)) -- So there is some life left in the airline industry.

Surprisingly strong margins and revenue per available seat mile growth at **Delta**([DAL](#)) have several analysts raising estimates, following the carrier's filing Wednesday with the [Securities and Exchange Commission](#).

Delta [shares](#) rose 5%, closing at \$11.18 and leading the sector higher, after it reported that third quarter operating margin would be 12% to 13% and passenger revenue per available seat mile would grow 15% despite system capacity growth of 2%.

Read more: http://www.thestreet.com/_yahoo/story/10861817/1/deltas-growth-prompts-analyst-warmth.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA

Other Airline News (Recent stories of interest):

[MONEY](#) SEPTEMBER 26, 2010

Warning: A Foul Outlook for Holiday Airfares

Edited by [NIKKI WALLER](#)

It's not even Halloween yet, but discount airlines may just be the Grinch for holiday travelers this year.

Virgin America, [jetBlue Airways](#) and AirTran Airways are pricing some markets significantly higher than their bigger, typically more-expensive competitors, expecting robust demand and limited airline capacity will lead to full planes at full fares.

And despite the struggling economy, airline executives seem to think that all the Whos down in Whoville will buy tickets regardless of price.

Demand for air travel has increased recently, and airlines haven't added much capacity back after the recession.

Read more:

http://online.wsj.com/article/SB10001424052748703905604575514430842626238.html?ru=yahoo&mod=yahoo_hs

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Will Airlines Continue To Soar?

Posted: Sep 23, 2010 09:13 AM by [Greg Sushinsky](#)

The airline industry has rebounded from its disastrous years of 2008 and 2009, when it lost nearly \$26 billion during the [recession](#). The industry is expected to earn \$8.9 billion on \$560 billion revenue this year. What should investors look for from the industry the next year and beyond?

Oil Lower, Demand Up

Lower oil prices this year and a faster buildup of demand helped propel airlines to a more robust and faster recovery than expected. The International Air Transport Association (IATA) raised its profit outlook for the industry to \$8.9 billion for this year after in June it projected a \$2.5 billion profit.

Major carriers such as **Delta Airlines** (NYSE:[DAL](#)) have been submerged in red ink, as it posted losses in four of the last five years. Delta's string of losses include a \$1.24 billion loss in 2009, a loss of \$1.49 per share. Delta has edged into the black so far this year, and is expected to show profits for 2010 and 2011. Other carriers, such as **Continental Airlines** (NYSE:[CAL](#)), are emerging similarly from the hard years of 2008 and 2009. Continental is expected to register much improved earnings. Continental and **United Airlines** (Nasdaq:[UAUA](#)) are finalizing their merger (new ticker symbol: NYSE:[UAL](#)) which will create the world's largest airline. [Consolidation](#) has been a theme in the last couple of years, with Delta previously picking up Northwest. **American Airlines** (NYSE:[AMR](#)) also got shellacked in the earnings department in 2008 and 2009. **Southwest Airlines** (NYSE:[LUV](#)), arguably the recession star of the sector on a relative basis, as it managed positive earnings, is expected to build on its momentum.

Read More: <http://stocks.investopedia.com/stock-analysis/2010/Will-Airlines-Continue-To-Soar-DAL-CAL-UAUA-AMR-LUV0923.aspx?partner=YahooSA>

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Shareholders Back United-Continental Merger

September 17, 2010, 1:09 pm

Shareholders of [United Airlines](#) and [Continental Airlines](#) voted Friday to approve a combination of their companies that would create the world's biggest airline and could have far-reaching effects on where they fly and how much they charge passengers, The Associated Press [reports](#).

The companies expect the \$3 billion stock swap to close in the next two weeks after tying up loose ends. Regulators in the United States and Europe have already signaled approval.

At both companies, the vote for the deal topped 98 percent.

More from The Associated Press: <http://dealbook.blogs.nytimes.com/2010/09/17/shareholders-back-united-continental-merger/?partner=yahoofinance>

Finance Section ((Claims, PBGC, HCTC, Insurance, Planning, Tax, Estate) - section containing items with financial consequence to our group):

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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) – **in process until end of year (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%.
9. Financial condition of the D&S Plan--a plan that pays benefits to eligible survivors of deceased pilots as well as to disabled pilots. A form 5500 for the D&S Plan is filed annually.
10. Formation of a VEBA Health Insurance plan by DP3. **pending**

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

RE: Notice from Delta concerning recent Delta Insurance Enrollment Mailing

Affected Retirees:

Pre-merger Delta non-contract flight attendant and ground retirees and survivors age 65 and over.

Some pre-merger Delta retirees and survivors age 65 and over in this group recently received the Benefits Enrollment brochure in *On The Horizon* magazine. Retirees age 65 or over, are not eligible to enroll in Delta retiree medical, dental, or vision coverage. This statement was omitted from the version of the brochure mailed in an oversight. This group of age 65 or over retirees, as well as 65 or over pilots, retirees of any Delta subsidiaries, or pre-merger retirees of any entity, or its subsidiaries, acquired by or merged with Delta, where Delta is the surviving entity, are eligible for the benefit plans available through the **DALRC Retiree Benefit Trust**, with applicable **DALRC Retiree Benefit Trust** premiums.

The magazine was mailed to this group of retirees because of their eligibility to continue coverage in their current Delta-sponsored voluntary life insurance options and/or accidental death and dismemberment (AD&D) coverage.

It was also mailed to retirees with lifetime COBRA coverage, or split family benefit coverage because their spouse is under age 65 and is eligible for Delta Healthcare benefits. This group of retirees should have received the applicable Benefit Enrollment magazine. For all questions about lifetime COBRA coverage, or split family benefit coverage or the enrollment process, please contact the Employee Service Center (ESC) at 1-800 MY DELTA (1-800-693-3582), Monday through Friday from 8 a.m. to 5 p.m. Eastern Time. **DALRC Retiree Benefit Trust** participants will receive a 2011 enrollment packet from the Trust within the next 30 days, and a reminder of the upcoming enrollment within two weeks.

Questions regarding **DALRC Retiree Benefit Trust** benefit plans may be directed to the Trust's representatives at 1-877-325-7265, Option 2.

Then this:

Thanks once again to Carol Faulkner for this info.
Dick

Regard open enrollment benefits: This in from Atlanta for under 65 folks enrolled in Delta benefits.....appears more clarification in benefit rates is forthcoming!

Coming soon in a theater near you.....please stay tuned!

thx/Carol

Frank 'n' Carol Ann (Legge Wichterman) Faulkner

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

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

WA/DL retirees & DL Pioneers Arizona Sun Catchers Chapter

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

AZ 85224-1004

Attention: Delta noncontract flight attendant/ground retirees/survivors who retired prior to February 1, 2008.

Important information about your premiums for 2011 benefits.

The Benefits Enrollment On The Horizon magazine has begun arriving at the homes of eligible employees, retirees and survivors this week. Inside the magazine you will find a summary of retiree and survivor medical options and monthly premiums on page 2. Please note that the premiums shown on the summary chart are 100% of the monthly cost and do not reflect any applicable subsidy from special early retirement program, such as, Pension Plus, ERMO, ERME, etc. Your individual premium is based on your retiree status, the option you choose and the dependents you choose to cover. Beginning on October 20, you may view your specific medical premiums, which will reflect applicable subsidies, on Benefits Direct, located on Employee Self-Service on DeltaNet or you can call 1-800 MY DELTA (1-800-693-3582).

Annual **Open Enrollment is available Oct. 20 through Nov. 18 at 11:59 p.m. ET** for active and inactive employees, retirees and survivors.

Yvonne Wright

HR Service Delivery

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I would like to thank Richard and David for forwarding the following for our net.

From: [David L. Roberts](#)
Date: 9/22/2010 10:04:43 PM
To: misc@pilotcommunication.net
Subject: New TRICARE Coverage for Retired Reserve
Hi Mark,

For the High Life. Delta has dozens of retired Military Reserve and National Guard members this could apply to. I hope your NET is getting more and more active pilot members.

Dave

From: David Barber davebarber59@yahoo.com
Date: Wed, 22 Sep 2010 15:50:13 -0700 (PDT)
Subject: [rog-airline] Fw: New TRICARE Coverage for Retired Reserve

From the Wallybird

Thanks to Bill Todd for this important message.
Dick

Hi Dick. Please pass this along. Continued best wishes, and thanks for all your incredible efforts in support of the Wallybirds. Bill Todd

New TRICARE Coverage for Retired Reserve

For the first time, members of the Retired Reserve who are not yet age 60, the so-called "gray area" retirees, can purchase TRICARE health coverage for themselves and their eligible family members with the recent launch of the TRICARE Retired Reserve. Retired reservists may qualify to purchase TRR coverage if they are under the age of 60 and are not eligible for, or enrolled in, the Federal Employees Health Benefits program. They also must be members of the Retired Reserve of

a Reserve component and qualified for non-regular retirement. For instructions on how to qualify for and purchase TRR, visit the TRICARE Retired Reserve webpage.

<http://www.tricare.mil/trr>

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Pension:

Below is a re-print of a portion of the latest DP3 Chm's letter which contains general news and an non-member appeal.

DP3 Chairman's Update - *re-printed for PCN.*

September 22, 2010

September has been a busy month for DP3. In addition to holding our monthly board meeting, seven of DP3's nine trustees traveled to Washington, D.C. to participate in the National Retiree Legislative Network's (NRLN) annual "Fly-In." Minutes from the monthly meeting are posted [here](#), and this letter will summarize other important developments for retired Delta pilots.

NRLN Fly-in

The purpose of the annual fly-in is to provide us with an opportunity to talk with key legislators and the PBGC about issues impacting retired Delta pilots, such as pension reform and PBGC procedures. I serve on the NRLN Board and believe that our affiliation with this organization - which represents more than two million retirees nationwide - continues to help our cause both on Capitol Hill and with the PBGC. Sept. 14 was devoted to meetings with legislators to help educate them on policy and interpretation issues that unfairly penalize retirees. Trustees also met with our lawyers regarding PBGC issues relating to the upcoming appeals. We're very pleased with our representation and believe Miller & Chevalier are well prepared to make the case for Delta retirees.

Meeting with PBGC Director

While in Washington, your trustees had a private meeting with newly-appointed PBGC director Joshua Gotbaum to discuss PBGC policies that are penalizing retired Delta pilots. We addressed plan valuation, look back issues, lack of trust, lack of communication, and the strict enforcement of the 45-day limit on appeals. We're disappointed that the PBGC continues to interpret the IRC limits as benefit enhancements that are subject to the look back rule. Unfortunately, the PGBC's position continues to be "this is the way we have done it for 30 years," which directly contradicts the fact that the limits were anticipated in contract changes dating back to 1996. Your trustees and our legal counsel do not believe this policy interpretation represents the intent of Congress.

NRLN Joint Session with the PBGC

On Sept. 15, five DP3 trustees again met with the PBGC, this time as part of an NRLN group session that included retiree representatives from 30 companies such as Chrysler, GM, Lucent, AT&T, USWest, John Deere and others. At this meeting, we once more discussed issues negatively affecting all retirees. Although the session did not produce any specific changes, the PBGC director did commit to not oppose any legislative efforts that might be undertaken on behalf of retirees.

Status of BDLs

To date, nearly 1,000 DP3 members have filed for extension of the time limit to appeal their BDLs. We hope to file the consolidated appeal by mid-November, but there's a chance that the PBGC will delay that date until the end of the year.

We are finding that many Delta retirees are confusing their losses with the PBGC's procedures. Go to <http://www.dp3.org/> and click on the Blog link on the left to find answers to commonly-asked questions about whether or not to join the appeal. We have posted extensive information posted there and update the blog on a regular basis.

Help in Contacting Fellow Retirees

DP3 has nearly 2,100 Honor Roll members. However, we believe that nearly 3,500 retired Delta pilots could benefit from the changes we're pursuing so that leaves about 1,400 pilots without representation against the PBGC. The total cost to become an Honor Roll member for those who have never contributed is \$1,200. The majority of BDLs received so far will result in a lump sum payment much greater than that. Should we be successful in our battle with the PBGC, even a \$100 monthly increase would result in a \$5,000 retroactive check.

We have dozens of retired pilots who are close to being Honor Roll members and only owe between \$50 and \$200 to achieve that goal. DP3 can only represent Honor Roll members in the appeal and in the court case, should that be required. **Please help us reach out to fellow retirees who might not know about DP3's efforts and could benefit from our consolidated appeal.**

VEBA Update

DP3 is going full tilt in an effort to form a Voluntary Employee Benefit Association (VEBA) before the end of this year. This would allow many of those retired pilots with a check from the PBGC, who now are ineligible for HCTC benefits, to get help with health care premiums. Delta is under a bankruptcy court order to provide the information necessary to get quotes from insurance companies. We are doing everything possible to have the VEBA in place this year, but we will need more cooperation from Delta. Look for more updates on this issue in the near future.

Please review the next article for an update about the administrative status of the appeal process.

Thank you for your continued support.

Will Buergey
Chairman, DP3
(Following private portion of letter omitted).

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As the PBGC appeals progresses the sensitivity of the information does as well. While the PCN has re-published many of DP3 general postings, we will refrain from re-publishing "private emails" in view of the nature of the process. So when

there is a general update we will re-publish and when there is a private email we will help announce it.

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

Call PBGC in DC- 1-800-400-7242

Link of explanation for BSW ([Benefit Statement Worksheet](#))

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

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Commercial Section.....

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

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

Life Section...

Misc Posts:

From editor: Must be football and hunting season that has slowed down the posts. If you have a question, comment of information for our group, don't hold back, send it in. It is your contributions that make the PCN what it is.

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From: [David L. Roberts](#)

Date: 9/15/2010 9:38:28 PM

Subject: NEA Pilot Lists

Hello Mark, Carol, Norm, George and Freddie,

In 2006 George Chaudoin sent me his copy of the Northeast pilots seniority list and since that time he and I have polished it and updated it several times. On July 12th Mark sent me a copy of the Northeast Seniority List he received from Norm.

I compared it with quite a few resources, shown below, and added and updated information wherever I could verify new data. I used:

- The 2006 list from George
- The 1987 WAL/DL merger seniority list dated July 1, 1987.
- The June 1972 NE/DL seniority list
- My Deceased Delta Pilots & Spouses List
- The Social Security Death Index
- The NTSB aviation accident web site
- The Aviation Safety Net
- The RPCN Deceased Pilots email mailbox
- And the hundreds of emails I've received about pilots in the last several years from Carol and others about Deceased Pilots.

As you can imagine, this has taken dozens of hours but has allowed me to cross check all these lists with the new list that Norm sent and I've found many entries that needed updates or corrections. Corrections not just on Norm's list, but on the 2006 list and on my Deceased Delta Pilots & Spouses List as well. I added all the confirmed information I could find to Norm's list, and saved it under the new name [Northeast Composite Sr. List WIP 2010.xls](#). It's attached below.

Norm's list that Mark sent me is now named [NEA-5 02 081.071210..090810xls.xlsx](#), and is also attached below. On it I've highlighted in **GREEN** all the items that I changed on the updated list, and/or those that may still need changing through your research. I sent a note to Carol last week for her diligent detective work on the Internet that added still more accurate information to several entries.

Those highlighted entries on both of the lists I attached could use further cross checking by George and Norm

and the Northeast cadre. Those records highlighted in yellow on the [Northeast Composite List](#) were thirteen pilots that were not on the list that George sent me in 2006. I've added them in the seniority order where Norm had them but many don't have a seniority date so I can't confirm precisely where they go in seniority order. They did not come to Delta in the merger and so were not on the 1972 NE/DL seniority list.

Please take a HARD look at the new updated [Northeast Composite List](#) and send me any corrections, comments, additions, etc.

Column A has changes in the Seniority Order from Norm's list. The list is now in the order shown on the June 1972 Delta Pilots seniority list. Joe Develis and Joe Kelley were out of order.

Column C - First Names - I've filled in names for initials when I could find them, usually from the Social Security Death Index.

Column F has the Dates of Birth from the combined WAL/DL seniority list and in some cases do not agree with Norm's dates in Column G. These highlighted in GOLD should be investigated to determine why the dates in Column G do NOT agree with the WAL/DL list dates since that list is an official company document.

Column H shows Northeast Hire Dates and Column I has the Northeast Seniority Dates. Where both are highlighted in Gold indicates the Hired Date is AFTER??? the Seniority Date.

Column I. The Seniority Dates highlighted in RED are out of chronological sequence with their seniority number. These pilots have TWO Seniority Numbers, due to various reasons, usually having left and then been hired the second time: Hazen Bean, E.A. Hall, Roy Jacobs, Herbert Johnson, Michael Krikorian, Leonard Poor, John Rapsis, W.G Robbins, and Clarence White.

Column J has a YES for those pilots who came to Delta in the Northeast merger and a NO for those who did not.

Column K Retirement Dates. Delta's retirement date is the first day of the next month following your retirement day. I assume many need to be updated but I won't change information without a source. I suspect that those shown in the middle of a month were just 60 years from the pilot's date of birth, not Delta's official retirement date.

Column L - Death Date. I've added quite a few dates from the Social Security Death Index and corrected others. Using a spreadsheet formula, the list shows 260 pilots deceased, but Clarence White and Michael Krikorian are shown twice, so there are actually only 258 deaths reported.

Entries in several columns are highlighted in BLUE as attention getters for entries that need comparison and verification.

On the list that Norm sent, [NEA-5 02 081.071210.090810xls.xlsx](#), John Rapsis was entered twice, and C.E. Cochran was missing. W.G. Robbins and Walter G. Robbins have two different seniority numbers. I suspect that it's the same person but there are NO seniority dates or dates of birth with either person. Michael Krikorian was hired and left and rehired, numbers 203 and 251. But he has two different birthdates showing. I suspect the SSDI date is correct. All of these are highlighted in GREEN on that list.

Harlow, #64, and Nelson, #77, were both reported killed in a Navy DC-4 crash, but neither had a date reported. Were they together at the time or were they in separate accidents?

Good luck with it. This is a lot of new and updated information for the Northeast Composite List and I've

shown sources for every entry I changed.

Regards,

Dave

Human Interest:

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

Event Announcements (Click here for [Calendar](#)): to post pcn.calendar@gmail.com

From: [Debra Clancy](#)

Date: 9/24/2010 10:21:32 PM

To: marksztanyo@gmail.com

Subject: The American Foundation for Suicide Prevention – Walk Oct 10th.

Mark,

I am writing to you to ask if you would consider posting a walk flyer in the Delta newsletter or putting a story in the Delta newsletter. With the loss of a fellow delta pilot to suicide it is more important than ever to raise awareness and funds to bring the necessary programs to our community. We are losing so many youth, young adults, men, our elderly and our veterans!

I have been involved with AFSP (The American Foundation for Suicide Prevention). AFSP is the leading national not-for-profit organization exclusively dedicated to understanding and preventing suicide through research, education and advocacy, and to reaching out to people with mental disorders and those impacted by suicide.

I have volunteered with the Cincinnati since before we became an official Chapter in 2006 and was named the Board Chair in 2008.

We have been working tirelessly to raise awareness and stop the stigma to suicide.

Please give me a call if you have any questions, I would be happy to let you know what we are doing for our community and the programs that we have to offer our communities.

You can go to www.afsp.org for more information.

I hope all is well with you and your family.

Thank you. Hope to talk to you soon.

Deb

http://pcn.homestead.com/files/Misc_Files/Cincinnati_2010_Walk_Flyer.pdf

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From: [George Chaudoin](#)

Date: 9/17/2010 10:59:38 AM

Subject: Mel Simmon,s Foundation - Boston Harbor Cruise

Ahoy Capt. George,

Many of the retired pilot's remember Mel Simmons from our NEA/DAL time. On Sunday 26 Sept @ 1630 - A cruise throughout Boston Harbor & the Islands is planned as a fund raiser for Mel's Foundation.

All the information can be obtained by visiting her web-site:

www.friendsofme.org

The cruise details are posted & tickets can be purchased online. This would be a wonderful venue for a lot of retired pilot's & wife's to socialize aboard - along with supporting Mel's foundation. Thanks for considering the posting of this information out to all our mates in your address book.

Ron Morin (Ret 2000 - JFK 767-300ER)

docklines@comcast.net

www.serviceafloat.com

Blue Side Up

George

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!)

If you have something you represent place it in the new service of [PCN Ads](#). Designed especially for our group but available to the industry. Registration is free and so are some ads. The rest start as low as \$5. Enter you promo in [PCN Ads](#).

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

From: dbfly@att.net

Date: 9/22/2010 11:06:08 AM

To: DWSkjerven@aol.com

Subject: Fw: Oh Dam!

This video sent by a pilot showing things can go very wrong during Naval combat flight ops
Read the comment posted below that was sent to him by one of his former squadron mates

I have seen missile shots (Aim-7) that scared me because when the missile came out, the tail went down and the missile was pointed at the shooter, not the target airplane, fortunately it did not fire right away and the fins corrected the path before it fired. I adjusted my position afterward when I knew someone was going to fire an Aim-7. During ground support ops we had a hard time with napalm floating along the wing and sometimes wrapping over the wing. I also had an air to ground missile (Maverick) come off the rail and go straight up and hit the ground several miles behind me.

<http://www.youtube.com/watch?v=gc0cuFZthWc>

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From: [David L. Roberts](#)
Date: 9/17/2010 6:03:01 PM
To: [MY AVIATION PHOTO FANS](#)
Subject: Fwd: One cool pilot

This is a long double tape...but very worth listing to if you are an active pilot and appreciate the value of the new high tech systems....Joe

Subject: One cool pilot

Would you be this calm and knowledgeable of your aircraft performance. This guy kept his Kool thru this ordeal. Probably why he was able to return to his family.

<http://www.funplacestofly.com/blog.asp?ID=278>

Captivating email. It says to know your aircraft systems.

Thanks to Dennis in Sandy Springs, Georgia for this amazing report. The aircraft is a 2008 Lancair Legacy. You can see the description of the aircraft at

http://registry.faa.gov/aircraftinquiry/NNum_Results.aspx?NNumbertxt=N913MP

Political (food for thought):

Jean Marie Cinotto

Email jeancinotto@sbcglobal.net

Issue Area - Political

Comments - Below is information for the **Veterans Traumatic Brain Injury Rehabilitative Services Improvement Act of 2010**. Please call your representatives and support this cause as it is so important to all our veterans who have sustained TBI's. This will improve the rehab services that veterans are currently receiving and really make a difference.

Veterans Traumatic Brain Injury Rehabilitative Services' Improvement Act of 2010 H.R. 6123, the Veterans Traumatic Brain Injury Rehabilitative Services' Improvements Act of 2010, has bipartisan support and will make critically important changes to Department of Veterans Affairs (VA) rehabilitative services programs.

The bill would help by requiring that VA rehabilitative services:

- be directed towards sustaining improvement in functioning vs. simply improving functioning
- include any services or supports that could maximize a veteran's independence and quality of life vs. being limited only to services provided by health professionals

WHAT YOU CAN DO There is an opportunity for you to express your support for this bill and to encourage your congressman/woman to co-sponsor H.R. 6123. We must press for progress in moving this bill through Congress – and continue to support the next steps needed to win passage. Follow the progress and read the bill on OpenCongress.org and sign up to receive updates from WWP about the bill.

Call your Representative

- Find your Representative by zip code through the U.S. House of Representative's website.
- Call the U.S. Capitol Switchboard at 202.224.3121 and ask to speak with your Representative's office.
- Express your support for H.R. 6123 and ask that your Representative co-sponsor the bill.

Suggested Talking Points

- I'm a constituent who is a [wounded warrior, family caregiver of a wounded warrior, concerned citizen, etc.].
- I'm calling to ask that Representative _____ support and co-sponsor H.R. 6123.
- This bill meets a critical need in improving VA rehabilitative services for warriors with severe traumatic brain injury.
- I hope wounded warriors and their families can count on Representative _____ to support and co-sponsor H.R. 6123.

Spread the Word If you regularly send updates to family and friends on Facebook, Twitter, your blog or even email, why not let them know about your support for this important piece of legislation? While encouraging friends and family to take action, you might touch lives and reach new supporters! Some tips include:

- Reference the bill using either H.R. 6123 or Veterans Traumatic Brain Injury Rehabilitative Services' Improvements Act of 2010, so family and friends can research the bill if they choose.
- Provide a general overview like, "H.R. 6123 would require the VA to provide more comprehensive, long-term rehabilitative care to warriors with severe traumatic brain injuries."
- Supply readers with a link where they can find more information like the WWP press release or OpenCongress.org.

Stay Up-to-Date If you would like to receive email updates surrounding this issue, please fill out a contact form with your name and email address. We'll be sure to update you with the latest information and advocacy opportunities related to the Veterans Traumatic Brain Injury Rehabilitative Services' Improvements Act of 2010.

Read more: <http://www.woundedwarriorproject.org/content/view/1153#ixzz10SaSEz33>

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

Subject: Two of the Greatest Qualities...!

Two of the greatest qualities in life are: ***Patience*** and ***Wisdom***.



Mark

Mark Sztanyo, PCN Dir & HL Editor

[Pilot Communication Net](#) from Aug 2009

[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 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>
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