

PCN Services – High Life *Newsletter, News, Events, Deaths, Illness Notices & PCN Ads & 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 one of world's largest airlines*

# High Life



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

Dear PCN,

Group Section.....

Mark's Remarks:

## **Over 65 VEBA:**

By now, you are aware that the DP3 VEBA page has a lot of information posted for the Under 65 guys. You are also aware that the VEBA will be introducing an Over 65 Med-i-gap Plan F, but there is one issue. The issue is that Delta did not release the census (which included over 65 contact information to DP3) so all Over 65 guys interested my register to be placed on mailing list and obtain info about the program. On top of that the census Delta has for the Under 65 guys may be dated. Therefore ALL pilots are encouraged to register to get on the VEBA mail list by clicking on this link. Note: there is an email link sent to you to complete the registration.

**ALL PILOT'S SHOULD REGISTER!**

## **Update for Everyone Interested in the DP3 VEBA**

November 10, 2010

Delta will not provide our insurance companies any contact data on over 65 retired pilots and the contact data they will provide for the retired pilots under 65 could be dated or inaccurate. If you want to be sure that you receive the latest data and forms from our insurance companies concerning our pre-65 VEBA plan or post-65 Medicare plan, use this link to list your contact information with our insurance broker.

[Click here to update your contact information](#)

Jim Rush

Email [flyirush@yahoo.com](mailto:flyirush@yahoo.com)

Issue Area - Insurance

Comments - I called Aetna as soon as I received then information about the over 65 booklet and they had heard of it but it is not finalized and were not able to send one nor would they take my address. They did take my phone number and said that they would call when it was ready. Jim Rush

*Editor: I have not published an Aetna number yet because it is still up in the air. I know they are saying they are taking your phone number as in Jim's case, but they may or may not be the right people to contact. In the interim, best to register with Cone.*

**New VEBA page and HCTC link added to Toolbar:**

Those who use the PCN toolbar with a lot of helpful links on it that installs at the top of your browser, have a new link for VEBA. Under "PCN Links">"Health">"VEBA." Get your FREE handy Toolbar: PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>

**Social Networking:**

I am a neophyte with Facebook and Linkedin and the like. I constantly am getting invited and usually turn down that invitation because I have too much on my plate as it is. Thanks anyway!

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***Christmas is approaching fast! Get your stuff before out group in PCN Ads!***

*For all of you who have an item, service or offer to promote:*

***3 categories are completely FREE!***

**PCN Ads – up and running!**

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 house, posted!

**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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### Tools for our members:

- PCN Main Website: <http://pcn.homestead.com/home01.html>
- PCN Ads – <http://pilotcommunication.net/Ads/>
- PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>
- PCN Calendar - <http://pcn.homestead.com/Calendar.html>

## News Section.....

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

### Delta to fly to London from Boston

Delta granted rights to fly from Boston and Miami to London's Heathrow airport  
On Wednesday November 10, 2010, 5:31 pm

BOSTON (AP) -- Delta Air Lines Inc. says federal and European authorities have granted its request to operate daily, year-round flights between London's Heathrow and Boston's Logan international airports.

The Atlanta-based carrier says the new flights will begin March 27, 2011. They will also include trips from Miami International Airport to Heathrow.

The new routes will be part of Delta's trans-Atlantic joint venture with Air France-KLM and Alitalia.

They will bring to four the number of trans-Atlantic routes operated by the joint venture from Boston. Routes offered from Miami will increase to five.

Delta applied for the rights to serve Boston and Miami from Heathrow earlier this year. It was part of a divestiture of slots required following the U.S. and E.U. governments approval of an alliance between American Airlines and British Airways.

Remember those DAL L1011 Rolls main engine bearings?

## Singapore Air Replaces A380 Engines

By COSTAS PARIS

SINGAPORE—[Singapore Airlines](#) Ltd. said Wednesday that three of its 11 A380 superjumbo jets were flying back to Singapore to have their [Rolls-Royce](#) PLC Trent 900 engines replaced after inspections turned up unusual oil traces.

The three planes had been grounded in London, Melbourne and Sydney, and were on their way back to Singapore Wednesday afternoon, a spokesman for the airline said.

The airline carried out the inspections following a Rolls-Royce engine blowout during a flight last week on a [Qantas Airways](#) Ltd. A380.

Read more:

[http://online.wsj.com/article/SB10001424052748703805004575605900981306896.html?ru=yahoo&mod=yahoo\\_hs](http://online.wsj.com/article/SB10001424052748703805004575605900981306896.html?ru=yahoo&mod=yahoo_hs)

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## Obviously Deluded, Mentally Unstable Travelers Say Golden Age of Air Travel is Back

By Justin Rohrlach November 9, 2010 01:00 PM

"We are definitely currently in a golden age of travel," tax adviser Nick Yassukovich [tells USA Today](#). "There are so many improvements in air travel these days compared to travel in the past that they far, far outweigh the degradations in the travel experience. This is particularly the case for premium travelers, but I would still say that it is very valid for coach passengers."

The reasoning behind statements like these--and there are other, similar ones from frequent travelers in the article--is that the accessibility and convenience of air travel today is what makes it "golden."

Some key points:

In 2009, according to data from the Air Transport Association, travelers paid an average 12.1 cents for each mile flown, less than half what they paid in 1978, after adjusting the figures for inflation.

E-ticketing has done away with the inconvenience of paper tickets.

Read More: <http://www.minyanville.com/dailyfeed/obviously-deluded-mentally-unstable-travelers/?camp=syndication&medium=portals&from=yahoo>

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**From:** [David L. Roberts](#)

**Date:** 11/7/2010 8:28:05 PM

**Subject:** Fw: APA REVOLT AGAINST the TSA

Mark,  
Info for the next High Life.  
Dave

## American Airlines Pilots in Revolt Against the TSA

This is a letter from Captain Dave Bates, the president of the Allied Pilots Association, which represents 11,000 American Airlines pilots, to his members, in which he calls on pilots to refuse back-scatter screening and demand private pat-downs from TSA officers. Bates's argument is multifaceted and extremely cogent. He worries about increased exposure to radiation, of course (a big worry among commercial pilots) and he is eloquent on the subject of intentional humiliation:

There is absolutely no denying that the enhanced pat-down is a demeaning experience. In my view, it is unacceptable to submit to one in public while wearing the uniform of a professional airline pilot. I recommend that all pilots insist that such screening is performed in an out-of-view area to protect their privacy and dignity.

It is a source of continual astonishment to me that pilots -- many of whom, it should be pointed out, are military veterans who possess security clearances -- are not allowed to carry onboard their airplanes pocket knives and bottles of shampoo, but then they're allowed to fly enormous, fuel-laden, missile-like objects over American cities.

Read the whole thing:

Fellow Pilots,

In response to increased threats to civil aviation around the world, the Transportation Security Administration (TSA) has implemented the use of Advanced Imaging Technology (AIT) body scanners at some airport locations.

While I'm sure that each of us recognizes that the threats to our lives are real, the practice of airport security screening of airline pilots has spun out of control and does nothing to improve national security. It's long past time that policymakers take the steps necessary to exempt commercial pilots from airport security screening and grant designated pilot access to SIDA utilizing either Crew Pass or biometric identification. As I recently wrote to the TSA

Administrator:

"Our pilots are highly motivated partners in the effort to protect our nation's security, with many of us serving as Federal Flight Deck Officers. We are all keenly aware that we may serve as the last line of defense against another terrorist attack on commercial aviation. Rather than being viewed as potential threats, we should be treated commensurate with the authority and responsibility that we are vested with as professional pilots."

It is important to note that there are "backscatter" AIT devices now being deployed that produce ionizing radiation, which could be harmful to your health. Airline pilots in the United States already receive higher doses of radiation in their on-the-job environment than nearly every other category of worker in the United States, including nuclear power plant employees. As I also stated in my recent letter to the Administrator of the TSA:

"We are exposed to radiation every day on the job. For example, a typical Atlantic crossing during a solar flare can expose a pilot to radiation equivalent to 100 chest X-rays per hour. Requiring pilots to go through the AIT means additional radiation exposure. I share our pilots' concerns about this additional radiation exposure and plan to recommend that our pilots refrain from going through the AIT. We already experience significantly higher radiation exposure than most other occupations, and there is mounting evidence of higher-than-average cancer rates as a consequence."

It's safe to say that most of the APA leadership shares my view that no pilot at American Airlines should subject themselves to the needless privacy invasion and potential health risks caused by the AIT body scanners. I therefore recommend that the pilots of American Airlines consider the following guidelines:

Use designated crew lines if available.

Politely decline AIT exposure and request alternative screening.

There is absolutely no denying that the enhanced pat-down is a demeaning experience. In my view, it is unacceptable to submit to one in public while wearing the uniform of a professional airline pilot. I recommend that all pilots insist that such screening is performed in an out-of-view area to protect their privacy and dignity.

If screening delays your arrival at the cockpit, do not cut corners that jeopardize the safety of the flight. Consummate professionalism and safety are always paramount.

Maintain composure and professionalism at all times and recognize that you are probably being videotaped.

If you feel that you have been treated with less than courtesy, respect and professionalism, please submit an observer report to APA. Please be sure to include the time, date, security checkpoint and name of the TSA employee who performed the screening. Avoid confrontation.

Your APA Board of Directors and National Officers are holding a conference call this week to discuss these issues and further guidance may be forthcoming.

While I cannot promise results tomorrow, I pledge to dedicate APA resources in the days and weeks to come to achieve direct access to SIDA for the pilots of American Airlines. In the meantime, I am confident that you will continue to exhibit your usual utmost professionalism as you safely operate and protect our nation's air transport system.

<http://www.theatlantic.com/>

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 Mar '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) Appeal extensions generally granted in Nov 2010 now extended by our law firm for all to January 7, 2011.
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. Enrollment period commences.

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

From: [Ralph Godwin](#)  
Date: 11/11/10 09:51:59

To: [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

Thanks, again, Mark, for all that you do to keep the entire retiree group advised.

Thought the information below might be timely and/or helpful as background information about what's happening regarding early retiree health insurance coverage under the Affordable Care Act. Accessing <http://www.healthcare.gov/law/provisions/retirement/states/ga.html> will provide the names of some Georgia companies who have applied for and have been approved to receive this reimbursement from the government as of August 31, 2010; you can also select other states to view their corporate participation. As of October 28, 2010, some 3600 corporations, state and local governments, non-profits, and unions are participating. The savings realized by the company or agency may be used to reduce employer or union health care costs, provide premium or out-of-pocket relief to workers, retirees, and their families, or both. Employers are/were required to provide how they will use the reimbursement proceeds as a part of their application. Companies are required to notify plan participants that their corporation/agency is participating in this effort.

## **Facts about The Early Retiree Reinsurance Program (source: The White House, Office of the Press Secretary)**

### **Relief for Businesses**

- This temporary program will make it easier for employers to provide coverage to early retirees.
- Employers who are accepted into the program will receive reinsurance reimbursement for medical claims for retirees age 55 and older who are not eligible for Medicare, and their spouses, surviving spouses, and dependents.
- Health benefits that qualify for relief include medical, surgical, hospital, prescription drug, and other benefits that may be specified by the Secretary of Health and Human Services, as well as coverage for mental health services.
- The amount of this reimbursement to the employer plan is up to 80 percent of claims costs for health benefits between \$15,000 and \$90,000. Claims incurred between the start of the plan year (often January 1) and June 1st are credited towards toward the \$15,000 threshold for reimbursement. However, only medical expenses incurred after June 1, 2010 are eligible for reimbursement under this program.
- For example: If an individual incurs costs of \$30,000 between the start of the plan year and June 1, and \$40,000 after that date. The amount which may be reimbursed is \$40,000 – the costs above the \$15,000 threshold that occur after June 1.
- If a plan incurs \$90,000 or more in expenses before June 1, it is treated as having met the \$15,000 threshold and is eligible for reimbursement for costs incurred after June 1.
- These limits apply and claims are filed for individual's costs. Firms cannot add two or more individuals together to attain the threshold.
- Both self-funded and insured plans can apply, including plans sponsored by private entities, state and local governments, nonprofits, religious entities, unions, and other employers.

### **Bridge to 2014**

- HHS will begin the Early Retiree Program on June 1, 2010, in advance of the June 21 start date required by the Affordable Care Act, allowing more claims to qualify for reinsurance payments for plans this year.
- Eligible employers can apply for the program through the Department of Health and Human Services. Applications were being accepted as of June 29, 2010.
- To receive assistance, plans must have their applications approved, document claims, and implement programs and procedures that have or have the potential to generate cost savings for participants with chronic and high-cost conditions.
- Plans will be subject to audits to assure fiscal integrity.
- The Early Retiree Reinsurance Program will assist these employer plans and individuals with the cost of health care coverage and health care.
- The program ends on January 1, 2014 when early retirees will be able to choose from the additional coverage options that will be available in the health insurance exchanges

Thanks again,

Sheila

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**From:** [Gerald Grieser](#)  
**Date:** 11/10/2010 7:00:30 PM  
**To:** [Mark Sztanyo](#)  
**Subject:** Re: Not yet

Mark,

Thanks for your reply. They told us at the DFW roadshow that it was worked out but had not gotten the final approval which was expected by the roadshow, but didn't happen. Who knows how long it could take to get the political bean counters to do their job. I have talked with DALRC and have been told that if one drops out of their insurance you cannot reenter in the future since they drop your name from the list and will not reestablish eligibility. I understand that if you keep any part of the insurance, like the vision insurance which is only about \$6 per month, that it keeps you listed as a customer and you can change back to whatever insurance you want next year with no problem. So that is probably what I will do to keep my options open, since if for any reason the DP3 insurance with Aetna doesn't work out or they cancel the program for any reason which could leave us with no insurance. Only \$75 per year down the drain which is sort of "insurance on insurance". We will see how it all works out since our DALRC insurance renews the same as last year if I do nothing. I called Aetna today and was first told that Marsh was the ones who sends out the insurance plan packets, but when I told her the Aetna Rep at the roadshow said to call Aetna or check the web site to get a packet, she put me on hold and checked with someone else who told her that Marsh sends out the packets for the UNDER 65, and Aetna sends them out for the OVER 65, and then took my name and address and said they would send me a packet. Hope it shows up.

Gerry

ps. Thanks so much for all you do for us. I have a little idea of the time it takes since I set up and did the email service for the 60th Bum Group at DFW for several years, and I only had 350 email addresses. I was fortunate to turn it over to Roger Lewis who has done a good job for us. I can only imagine what a commitment it is to do something on the scale of yours. It is outstanding and we all appreciate you very much.

*Editor: I have highlighted a very important couple of sentences that Gerry shares. It is my understanding that he is right above. If one is on the DALRC and wants to protect their option to opt back in, then it would be a good idea to stay on the vision plan.*

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**A little help for the Captain please:**

**From:** [Kevin Garrison](#)  
**Date:** 11/10/2010 9:24:26 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Africa? Really?

Hey Mark,

I've looked through all the FAQs and could not find the answer to this one.

I am retired from Delta and am receiving PB money and am on medicare at age 55 due to disability. My wife is 56 and is not on any kind of disability.

Can she be enrolled in the VEBA and the HCTC even though I can't? If she could, it would save us mucho dinero.

Thanks -- Did you get that job flying in Africa??

best,  
kevin g

--  
kevin garrison  
Ph.859/492-2009  
<http://www.kevincreates.com>

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**From:** [btruesdale](mailto:btruesdale)  
**Date:** 11/10/2010 12:10:26 PM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Delta Dental Cobra

Mark: I keep reading about Delta's Cobra. I want you to know that as far as the Dental is concerned it is called a Cobra but it really isn't a Cobra. I found this out when I was informed that my annual coverage for this "Cobra" plan was changed from \$1500 annually to \$1000. The Delta employee told me even though it was called a Cobra it really isn't. For your info I signed up for this plan when it was first offered.

Ben Truesdale  
[btruesdale@cox.net](mailto:btruesdale@cox.net)  
(619) 440-0667

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**From:** [John Tullier](mailto:John.Tullier)  
**Date:** 11/10/2010 11:10:04 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Veba action alerts

I believe you're putting out some erroneous info regarding the VEBA and the HCTC and, in the process, politicizing it. As far as I can tell, DP3 and the NLRN is working on extending those portions of the American Recovery and Reinvestment Act (ARRA, also known as the Stimulus), specifically, the increase in the HCTC to 80%, the extension of the credit to other family members and the use of bankruptcy VEBAs to qualify for the credit. I might remind you that NO representatives and only 3 senators of a certain party voted FOR these provisions. I might also remind you that most of the members of congress that were just elected are OPPOSED to this act. This has NOTHING to do with the expiring Bush tax reductions. Correct me if I'm wrong but we get enough misinformation (i.e. BS, lies, etc.) from the politicians.

John Tullier ( An Independent Thinker and Voter)

*Editor: Thanks John for the comments. My communication has to do with allowing the VEBA to even exist. That eventuality is NOW tied to the Bush Tax Cut extensions as seen below. I haven't indicated a position about whether the HCTC should be 65 or 80%, but I do believe that we ought to have a right to establish a VEBA for our retirees health care insurance. That said, that prospect is*

*now tied to this tax cut extension bill as indicated below. Without the extension no VEBA. It is that simple idea I was trying to communicate.*

9-17-10: Sen. Debbie Stabenow re: HCTC extension at 80%

Senator Debbie Stabenow (D-MI) has informed the DSRA that legislative language to extend the Health Coverage Tax Credit (HCTC) at 80% has been included in the Senate bill to extend the Bush tax cuts.

Senator Stabenow, who serves on the Senate Finance Committee that is responsible for tax legislation in the Senate, said this was an important first step toward extending the HCTC at 80%. To become law, the Senate and House must pass identical legislation, and it must be signed into law by the President.

## Pension:

**From:** [jim munton](#)

**Date:** 11/12/10 00:00:13

**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**Subject:** FW: 2007 Delta Stock Sale/IRS tax change reclassification

Mark....didn't know about your PCN web site until Ev Gost ask me to post my recent success on PCN. Below is a copy of info I put on Dick Deeds web-site. You can see that what happened to me can affect most retired DAL pilots. Since I went out via disability, most retired pilots should get considerably more than I. If you allow me to post this on your PCN, I can up-date it some. Please contact me about your PCN posting procedures...thx, jim munton

Fellow WAL/DAL Retirees:

As many of you know, I was recently **successful in getting the IRS to reclassify my 2007 Delta Stock Sale Income from being classified as "Wages"**. Hopefully, my IRS tax change can also help other WAL/DAL retirees get a refund. Please note that this is not a simple issue. Since the amount received from Delta on the stock sale will vary from pilot to pilot, each individual's overall 2007 tax return will vary; therefore, each individual's gain from the reclassification of income from wages will vary. Some may get audited, as I was, and lose some of your 2007 write offs. All that being said, hopefully most pilots will gain financially by filing amended 2007 tax returns, as I was.

As a refresher note: when we retirees lost our medical program (it would have been a tax free event if not lost) during Delta's bankruptcy in 2007, we were issued Delta stock in the new company – Delta treated it as wages on our 2007 W-2 if we sold the stock in 2007.

I've received numerous inquiries from fellow WAL/DAL retirees. I want to help everyone get back their "due", but please have patience with me. I am trying to respond to you all. I've had days where I've basically lost my voice from talking on the telephone so much (not a complaint); it's been enjoyable talking to past WAL friends. Further, I am

not an accountant – I just found an ex-IRS agent/accountant that agreed with my thoughts and who was willing to help me fight the 2 ½ years battle with the IRS. Some of you said you would like to work with my accountant because he is battle-tested in this area; therefore, I had him write a letter explaining some of the facts and giving a proposal for his services – He sure did a good job for me. I want to emphasize that I am here to help you even if you decide to file an amended 2007 return on your own or use your own accountant. The letter from Bill Whalen and his associate is attached. Also attached is IRS Form 4549 (minus my Social Security # for logical reasons). Item 1a is important because that is the amount of wages Delta assigned me on my W-2 from the sale of Delta stock in 2007 - \$34,843.00. Everyone will have a different amount on their 2007 W-2. I do not know how Delta came to this amount. In fact, if you hope to get any information from Delta – Good Luck! Delta would not cooperate with me, my accountant or the IRS agent on the case.

Item #16 and 19e on attached IRS Form 4549 indicated that my revised Tax Examination shows I overpaid \$5,163.00 which I get as a tax refund. When the Social Security and Medicare taxes are returned, my total should be about \$7,000.00. I must emphasize that everyone will not necessarily have the same results. During the audit I received from filing the amended 2007 return, I had several “Itemized Deductions” taken from me – most were for computer/software/classes I wrote off while investing my “IRA” money in the stock market. Since we now have a ruling on this issue from the IRS, **hopefully** your amended returns will not trigger an audit.

For those of you who live in “high” State Income Tax states (i.e. California), you may get some additional monies back from your 2007 State Amended Return.

Again, please contact me or my accountant if you have further questions.

Jim Munton  
1132 Shady Run Terrace  
Henderson, NV 89011  
702-496-6622  
[jwmunton@hotmail.com](mailto:jwmunton@hotmail.com)

To see attachments click here: [http://pcn.homestead.com/Archive\\_Pens\\_Munson.html](http://pcn.homestead.com/Archive_Pens_Munson.html)

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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):

**From:** [Pat Porter](#)  
**Date:** 11/10/2010 11:53:55 AM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Australia train trips

Would like to know if anyone has info on train trips in Australia. We know that there are a couple of different ones to take.

Thank you,  
Pat Porter  
[portco@cableone.net](mailto:portco@cableone.net)

Life Section...

Misc Posts:

**From:** [FRED MUESEGAES](#)  
**Date:** 11/7/2010 4:47:08 PM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Forwarding

Mark,

I would like to forward only the story about the captured Zero to my friends.

Since the High Life is in PDF there is no way I know of to extract the story. This has come up before when I wanted to send a joke from the High Life.

Thanks,

Fred M.  
Retired

*Editor: I included Fred's post for a couple of reasons. I never gave it one thought about guys wanting to just copy part of the newsletter and forwarding that out. Here is one comment and two suggestions: First, the pdf format is probably the safest and most universal for us to use since it is universally recognized and the reader is a free program. Also, it does give the editor some degree of assurance that the newsletter will not be altered.*

*Secondly, if you upgrade your Adobe Acrobat reader you may just be able to "copy" parts of the newsletter. I just tried it and it worked although sometimes you lose formatting.*

*Thirdly, if you ever have a piece like the one above that you wish to see the original email forwarded to me, just email [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net) and I will help you out. Thanks.*

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*Concerning the suggestion for a retired pilot charitable trust:*

**From:** [Michael Bowen](#)  
**Date:** 11/7/2010 12:47:22 PM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Delta Pilot Charities

Mark,  
GREAT IDEA! I'm in Qatar, can't help much except with cash.

You might want to refer John Morgan to retired MSY F/A Carol Lovelace. She has been in charge of a fund raising charity for F/A's in the need. They have an function/ auction every year called "Ladies Day" that has raised hundreds of thousands of dollars for f/a's in the same situation John describes.

Toni Holman Floyd (ret. DAL Capt. John Floyd's wife) is a good point of contact. Her address is listed below.

[Tonella@plantationcable.net](mailto:Tonella@plantationcable.net)

Mike Bowen

Human Interest:

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

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

## Retired Delta Captain Gary Vance is one of 10 to be inducted into the Oklahoma Military Hall of Fame

**When: honored at 6:30 p.m. this Thursday the 11th**

Read more from this Tulsa World article at

[http://www.tulsaworld.com/news/article.aspx?subjectid=11&articleid=20101109\\_12\\_A7\\_CUTLIN316601&rss\\_Ink=1](http://www.tulsaworld.com/news/article.aspx?subjectid=11&articleid=20101109_12_A7_CUTLIN316601&rss_Ink=1)  
<[http://www.tulsaworld.com/news/article.aspx?subjectid=11&articleid=20101109\\_12\\_A7\\_CUTLIN316601&rss\\_Ink=1](http://www.tulsaworld.com/news/article.aspx?subjectid=11&articleid=20101109_12_A7_CUTLIN316601&rss_Ink=1)>

### ***Capt. Gary Wayne Vance Sr.***

<<http://newsok.com/keysearch/?er=1&CANONICAL=Gary+Wayne+Vance&CATEGORY=PERSON>> , a Pawnee native, joined the Oklahoma National Guard in 1958, a year before graduating from high school. Vance attended Infantry Officer Candidate School and Army Airborne Course at Fort Benning, Ga., and Pathfinder School

<<http://newsok.com/keysearch/?er=1&CANONICAL=Pathfinder+School&CATEGORY=ORGANIZATION>> . In 1965, he was accepted for fixed-wing flight school. In 1966, Vance went to Vietnam, where he flew 800 missions. Vance lives in Pawnee.

***Capt. Gary Wayne Vance Sr.***, U.S. Army and Oklahoma National Guard. A Pawnee native, Vance joined the Oklahoma National Guard in 1958, a year before graduating from high school. He transferred an Army Special Forces Reserve unit in Stillwater

while attending Oklahoma State University. In 1961 Vance attended Infantry Officer Candidate School and Army Airborne Course at Fort Benning, Ga. After graduating from OSU, he attended Pathfinder School and in 1965 was accepted for fixed-wing flight school. He was awarded the Soldiers Medal for saving the life of a passenger who survived a plane crash during flight school training. Vance went to Vietnam in 1966 where he flew 800 missions. His awards include the Distinguished Flying Cross, two Bronze Star Medals, 36 Air Medals, and the Army Commendation Medal with V for Valor. He lives in Pawnee.

<http://newsok.com/oklahoma-military-hall-of-fame-to-induct-10/article/3492559>

**Two OSU grads will be inducted into Oklahoma Military Hall of Fame**  
<<http://www.stwnewspress.com/homefront/x605762828/Two-OSU-grads-will-be-inducted-into-Oklahoma-Military-Hall-of-Fame>>

**Capt. Gary Vance**

**Gary Vance joined the Oklahoma National Guard in 1958 as a high school student in Pawnee. After graduating high school, Vance moved to Stillwater to attend OSU. At the same time, Vance transferred to an Army Reserve unit in Stillwater.**

**Vance attended Infantry Officer Candidate School at Fort Benning, Ga.**

**Vance served as an Army pilot in Vietnam. During that time, Vance flew an O-1 Bird Dog, a small, single-engine observational airplane. Vance logged over 800 missions and 1600 combat hours during that time.**

**Vance flew the observational plane for about a year, after which he began flying twin-engine aircraft. During that time, Vance carried VIPs to a number of different locations in Vietnam, he said.**

**During his service, Vance received a number of awards, including the Distinguished Flying Cross and two Bronze Stars.**

+++++

**From:** [Bean, Judy M](#)

**Date:** 11/10/2010 8:51:56 AM

**To:** [Bean, Judy M](#)

**Subject:** Holidays in the Hangar 2010

**HOLIDAYS IN THE HANGAR SALE 2010**

- Monday, **November 15th, 9a-4p**, Historic Hangars 1 and 2 at Delta's GO
- Jewelry, Apparel, Home baked goods, embroidery machine, toys and LOTS more
- Hartmann Luggage, Deltashop.com, Crew Outfitters
- Lunch available for purchase sponsored by DCCU

**ADDED ATTRACTION**

- Sky Club (Crown Room) surplus furniture sale. **ITEMS MUST BE REMOVED ON NOV. 15TH**

Most vendors do not take credit cards so remember to bring lots of cash.

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

**From:** [RGE102840@cs.com](mailto:RGE102840@cs.com)  
**Date:** 11/13/2010 8:07:01 AM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** "I am looking for"

Mark:  
Would like to post in the PCN "I am looking for" section:

Any DAL Atlanta area UCLA graduates. An Atlanta alumni club is being organized and we are seeking members.  
Call or e-mail me at:  
770-971-2925  
[rge102840@cs.com](mailto:rge102840@cs.com)  
Dick Evelyn.

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

If you have something you represent that has a commercial interest, 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. Need a sim buddy? Use PCN for request) :

#### USA - Global Pilot Career Conference & Job Fair

Emirates employ highly skilled and successful Flight Deck Crew from around the world. We are currently recruiting experienced and technically proficient First Officers to fly our extensive international route network. The First Officer position offers an exceptional opportunity for ambitious pilots to develop their career on one of the youngest high-tech fleets, with one of the fastest growing and most profitable airlines in the world. Emirates now has 204 wide-body aircraft worth more than US\$67 billion on order to add to it's current fleet of 152 aircraft including A330/A340/A380's and B777's.

Emirates will be attending the Global Pilot Career Conference & Job Fair on **20th November 2010**. These sessions will provide more information on Emirates, our selection programme, the benefits of living and working in Dubai and details of our remuneration package.

Date	City	Venue	Time
20th November 2010	Washington DC	Hyatt Dulles 2300 Dulles Corner Blvd., Herndon, Virginia, 20171	8.30 am – 5.00 pm

To apply to Emirates, candidates must have a minimum of 4000 total and 2000 multi-crew, multi-engine jet hours; or a total of 2500 hours on a modern commercial jet aircraft, ICAO ATPL, ICAO English level (4 or above) and be current within the last 12 months.

We will provide candidates with a round trip ticket to Dubai from an Emirates destination to attend our Selection Programme.

For further information on all aspects related to flying for Emirates and to apply online, please visit [emiratesgroupcareers.com](http://emiratesgroupcareers.com)

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**From:** [David L. Roberts](#)  
**Date:** 11/8/2010 11:11:44 PM  
**To:** [MY AVIATION PHOTO FANS](#)  
**Subject:** Soyuz TMA-18 Descent Module Landing

Thanks to Richard in Escondido, CA for this story and photos.

Some pretty cool shots..!

<http://cryptome.org/info/soyuz-tma18/soyuz-tma18.htm>

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**From:** [David L. Roberts](#)  
**Date:** 11/7/2010 7:42:29 AM  
**Subject:** Fw: Fwd: recent A380 incident

Thanks to Clem in Fairfax, VA for sending this report on the A-380.

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Received from a source in Australia. Mention is made of a resulting compromise in the hydraulic systems and the probability that "gravity drop", or alternate system, was used to extend the nose landing gear. This assumption was likely based on the fact that the nose gear landing doors are in the open position, whereas they would normally be closed. Trailing and leading edge flaps would normally be retracted after landing. A couple of other facts are highlighted in yellow.

[Qantas A380 was seriously lucky](#)

November 4, 2010 – 10:09 pm, by [Ben Sandilands](#)

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Thanks David Skjerven:

# Piggy Back B-17

*These were the bold aviators who became old.*

*God bless them all.*

**PIGGYBACK HERO**



**Piggyback Hero**  
by Ralph Kenney Bennett

Tomorrow they will lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock , Pa. , just southeast of Pittsburgh . He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport . If you had seen him on the street he would probably have looked to you like so many other graying, bespectacled old World War II veterans whose names appear so often now on obituary pages.

But like so many of them, though, he seldom talked about it. He could have told you one hell of a story. He won the Air Medal, the Distinguished Flying Cross and the Purple Heart, all in one fell swoop in the skies over Germany on December 31, 1944. Fell swoop indeed.

Capt. Glenn Rojohn of the 8th Air Force's 100th Bomb Group was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, then turned 180 degrees to head out over the North Sea. They had finally turned northwest, heading back to England, when they were jumped by German fighters at 22,000 feet. The Messerschmitt Me-109s pressed their attack so closely that Capt. Rojohn could see the faces of the German pilots. He and other pilots fought to remain in formation so they could use each other's guns to defend the group. Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap. He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt. William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's. The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in the belly of Rojohn's had smashed through the top of McNab's.

The two bombers were almost perfectly aligned -- the tail of the lower plane was slightly to the left of Rojohn's tail section. They were stuck together, as a crewman later recalled, 'like mating dragon flies.' Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth engine on the lower bomber was on fire and the flames were spreading to the rest of the aircraft. The two were losing altitude quickly. Rojohn tried several times to gun his engines and break free of the other plane. The two were inextricably locked together. Fearing a fire, Rojohn cut his engines and rang the bailout bell. For his crew to have any chance of parachuting, he had to keep the plane under control somehow... The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap -- the worst station on the bomber. In this case, both ball turrets figured in a swift and terrible drama of life and death. Staff Sgt. Edward L. Woodall, Jr., in the ball turret of the lower bomber had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he realized both electrical and hydraulic power was gone. Remembering escape drills, he grabbed the handcrank, released the clutch and cranked the turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage. Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt. Joseph Russo. Several crew members of Rojohn's plane tried frantically to crank Russo's turret around so he could escape, but, jammed into the fuselage of the lower plane, it refused to budge.

Perhaps unaware that his voice was going out over the intercom of his plane, Sgt. Russo began reciting his Hail Marys. Up in the cockpit, Capt. Rojohn and his co-pilot, 2nd Lt. William G. Leek, Jr., had propped their feet against the instrument panel so they could pull back on their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out. Capt. Rojohn motioned left and the two managed to wheel the huge, collision-born hybrid of a plane back toward the German coast. Leek felt like he was intruding on Sgt. Russo as his prayers crackled over the radio, so he pulled off his flying helmet with its earphones. Rojohn, immediately grasping that the crew could not exit from the bottom of his plane, ordered his top turret gunner and his radio operator, Tech Sgts. Orville Elkin and Edward G.

Neuhaus, to make their way to the back of the fuselage and out the waist door on the left behind the wing. Then he got his navigator, 2nd Lt. Robert Washington, and his bombardier, Sgt. James Shirley, to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner, Sgt. Roy Little, and tail gunner, Staff Sgt. Francis Chase, were able to bail out.

Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of 50 cal. machine gun ammunition 'cooking off' in the flames. Capt. Rojohn ordered Lt. Leek to bail out. Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order.

Meanwhile, German soldiers and civilians on the ground that afternoon looked up in wonder. Some of them thought they were seeing a new Allied secret weapon -- a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangerooge had seen the collision. A German battery captain wrote in his logbook at 12:47 p.m.: 'Two fortresses collided in a formation in the NE. The planes flew hooked together and flew 20 miles south. The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes.'

Suspended in his parachute in the cold December sky, Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending in an ugly boiling blossom of fire.

In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, 'The ground came up faster and faster. Praying was allowed. We gave it one last effort and slammed into the ground.' The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It slammed back to the ground, sliding along until its left wing slammed through a wooden building and the smoldering mess came to a stop. Rojohn and Leek were still seated in their cockpit. The nose of the plane was relatively intact, but everything from the B-17 massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured.

Movies have nothing on reality. Still perhaps in shock, Leek crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon.

Rojohn, typically, didn't talk much about his Distinguished Flying Cross.. Of Leek, he said, 'in all fairness to my co-pilot, he's the reason I'm alive today.'

Like so many veterans, Rojohn got un sentimentally back to life after the war, marrying and raising a son and daughter. For many years, though, he tried to link back up with Leek, going through government records to try to track him down. It took him 40 years, but in 1986, he found the number of Leeks' mother, in Washington State . Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Some things are better left unsaid. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17. A year later, the two were re-united at a reunion of the 100th Bomb Group in Long Beach , Calif. Bill Leek died the following year..

Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men, soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys, who in the prime of their lives went to war.

He died last Saturday after a long siege of sickness. But he apparently faced that final battle with the same grim aplomb he displayed on that remarkable day over Germany so long ago. Let us be thankful for such men.

Political (food for thought):

Thank Don Tibbs:

Milt Friedman on Greed!

[http://www.youtube.com/watch?v=RWsx1X8PV\\_A](http://www.youtube.com/watch?v=RWsx1X8PV_A)

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

Joel Payne

Email [flyplayne@bellsouth.net](mailto:flyplayne@bellsouth.net)

Issue Area - Humor

Comments - A bit of aviation related humor. Joel Payne 767A [ret.]

[http://www.youtube.com/watch?v=IHD6f\\_XrYNk](http://www.youtube.com/watch?v=IHD6f_XrYNk)

[http://www.youtube.com/watch?v=Z\\_hIHICTR3k](http://www.youtube.com/watch?v=Z_hIHICTR3k)

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**From:** [David L. Roberts](mailto:David L. Roberts)

**Date:** 11/8/2010 11:14:51 PM

**Subject:** Fwd: "THE CLOCK"

Thanks to George in Bessemer, Alabama for sending this most interesting "Clock".

Date: Sun, 7 Nov 2010 17:15:37 EST

Subject: Fwd: "THE CLOCK"

"THE CLOCK"

You've never seen a clock like this one.  
GO TO FOLLOWING ADDRESS;

<http://www.poodwaddle.com/worldclock.swf>

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Thanks Charlie:

Subject: **WHY I LIKE RETIREMENT**

Question: How many days in a week?

Answer: **6 Saturdays, 1 Sunday.**

Question: When is a retiree's bedtime?

Answer: **Three hours after falling asleep on the couch.**

Question: How many retirees to change a light bulb?

Answer: **Only one, but it might take all day.**

Question: What's the biggest gripe of retirees?

Answer: **There is not enough time to get everything done.**

Question: Why don't retirees mind being called Seniors?

Answer: **The term comes with a 10% discount.**

Question: Among retirees what is considered formal attire?

Answer: **Tied shoes.**

Question: Why do retirees count pennies?

Answer: **They are the only ones who have the time.**

Question: What is the common term for someone who enjoys work and refuses to retire?

Answer: **NUTS!**

Question: Why are retirees so slow to clean out the basement, attic or garage?

Answer: **They know that as soon as they do, one of their adult kids will want to store stuff there.**

Question: What do retirees call a long lunch?

Answer: **Normal.**

Question: What is the best way to describe retirement?

Answer: **The never ending Coffee Break.**

Question: What's the biggest advantage of going back to school as a retiree?

Answer: **If you cut classes, no one calls your parents.**

Question: Why does a retiree often say he doesn't miss work, but misses the people he used to work with?

Answer: **He is too polite to tell the whole truth.**

And, my very favorite....

QUESTION: What do you do all week?

ANSWER: Monday through Friday, NOTHING..... Saturday & Sunday, I rest.

## SERENITY

Reporters interviewing a 104-year-old woman:

'And what do you think is the best thing about being 104?' the reporter asked.

She simply replied, 'No peer pressure.'

The nice thing about being senile is  
you can hide your own Easter eggs.

I've sure gotten old!

I've had two bypass surgeries, a hip replacement,  
new knees, fought prostate cancer and diabetes.

I'm half blind, can't hear anything quieter than a jet engine,  
take 40 different medications that  
make me dizzy, winded, and subject to blackouts.

Have bouts with dementia.

Have poor circulation;  
hardly feel my hands and feet anymore.

Can't remember if I'm 85 or 92.

Have lost all my friends. But, thank God,  
I still have my driver's license.

I feel like my body has gotten totally out of shape,  
so I got my doctor's permission to  
join a fitness club and start exercising.

I decided to take an aerobics class for seniors.  
I bent, twisted, gyrated, jumped up and down, and perspired for an hour.  
But,  
by the time I got my leotards on,  
the class was over.

An elderly woman decided to prepare her will and  
told her preacher she had two final requests.  
First, she wanted to be cremated, and second,  
she wanted her ashes scattered over Wal-Mart.  
'Wal-Mart?' the preacher exclaimed.  
'Why Wal-Mart?'  
'Then I'll be sure my daughters visit me twice a week'.

My memory's not as sharp as it used to be.  
Also, my memory's not as sharp as it used to be.

Know how to prevent sagging?  
Just eat till the wrinkles fill out.

It's scary when you start making the same noises  
as your coffee maker.

These days about half the stuff  
in my shopping cart says,  
'For fast relief.'

### **THE SENILITY PRAYER:**

Grant me the senility to forget the people  
I never liked anyway,  
the good fortune to run into the ones I do, and  
the eyesight to tell the difference.

Now, I think you're supposed to share this with 5 or 6, maybe 10 others.

Oh heck, give it to a bunch of your friends if you can remember who they are!

**Always Remember This:**

**You don't stop laughing because you grow old,  
You grow old because you stop laughing.**

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**From:** [dave wall](#)  
**Date:** 11/8/2010 11:59:20 AM  
**Subject:** FW: Pilot Grandfather's Tough Love

Date: Sun, 7 Nov 2010 06:28:10 -08  
Subject: Pilot Grandfather's Tough Love  
To:

Most people nowadays think it improper to discipline children, so I have tried other methods to control my grandkids when they have had one of 'those moments.'

Since I'm a pilot, one that I have found very effective is for me to just take the child for a flight during which I say nothing and give the child the opportunity to reflect on his or her behavior. I don't know whether it's the steady vibration from the engines, or just the time away from any distractions such as TV, video games, computer, iPod, etc.

Either way, the kids usually calm down and stop misbehaving after our flight together. I believe that eye to eye contact during these sessions is an important element in achieving the desired results.

I've included a photo below of one of my sessions with my grandson, in case you would like to use the technique...

SHOULD WORK WITH OTHER PEOPLE'S KIDS ALSO.      Scroll Down !!



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## 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 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/>  
National Retiree Legislative Network - <http://www.nrln.org/>

To assure receiving the High Life set spam filters to accept from @pilotcommunication.net.

To [Unsubscribe](#) simply click and send with unsubscribe in subject line and please help the PCN improve by adding a reason.