

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

facebook

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

Dear PCN,

Group Section.....

## Mark's Remarks:

### **Starting an odyssey:**

Starting the PCN and keeping the network communications going has been an odyssey in and of itself. But my journey now is taking a turn. This Tuesday I will begin training for a Boeing job here in the states. I have been attempting to get back into a transport category cockpit for a few years and it has not been easy. One airline hired and trained me, than went bankrupt. Another hired me and did the HR stuff only to trim the class from 4 capt's to 3 just before the class begin date. Along the way I have screened with international carriers as well, willing to become an expat for the first time. My last screening went well and I actually got hired for a late 2010 start. If that would have happened, I would have been in distant lands spending foreign currency drinking weird beer. Fortunately this other opportunity came along.

The PCN – I suspect that I will be able to keep up with my efforts here and anticipate no major changes.

The new position – from time to time I will write a story or two about my Pee Wee Herman great adventure. Stay tuned.

### **NWA Pilots and the PCN:**

**All pilots who are now related to Delta Air Lines are welcome at the PCN.**

When any pilot group unites with another there are touchy issues that remain for at least a time. Sometimes that "time" seems to go on forever. As an example, when NW created the red and blue book it "institutionalized" a considerable amount of angst from one group to another. Here at the PCN, our rules are simple. We serve those who have been or joined the Delta group of airlines. I have heard grumbles by older Delta types to refrain from any service to the newly united NWA pilot group. That is not me nor the PCN. We all came into a company that has been morphing by merger/acquisition since the beginning. Once the deal is cut than like it or not we become part of the same legacy. While I worked along side former, WAL, PAA, NEA and CS employees, we had become a part of a larger and united corporate endeavor. That is now the same with recently joining NW pilots and employees. They are now Delta and as such welcome at the PCN. As far as death notices, we all have friends in our airline but also who served with other carriers. We publish former NW pilot death notices to serve NW (now Delta pilots) along with those of us who had friends at the ole NW.

### **Differences:**

Outside the pilot community I am always amazed at how others see us as acting soooo much alike. Even retired pilots still have the swagger. In fact many think of us in a cookie cutter manner. To me it is comical. I think this phenomenon is true for other groups that we see also. For example do politicians bring about a stereotype? The interesting thing is that *inside the group* you see the differences and some stand out quite sharply to us. I think of how guys and gals handled bidding. Some couldn't wait to get the packet and dive in to an intense exercise of "finish-as-fast-as-you-can" bidding. Others would lay low. The bid packet collecting a little dust and "seasoning" a bit before a frantic last minute scramble to get the bids in before the deadline. Both got awarded at the exact same time, but both types of people handle the process differently. Which one were you? Now we face the 2010 taxes. Some of us wish to be completely done, filed, and spending our refund, so this is for you. Unfortunately, your blood pressure is high and you are tapping your toe with frustration. And frankly if truth be known, you are on the verge of a breakdown. It is all because of our congress that got tax law to the IRS late and they won't have final procedure done and published for yet a little while. I believe that those under an extreme amount of stress and hardship (because of this delay) should apply for counseling and charge it to the Obama care that has come to us all. I wouldn't want anyone to pop a cork and our new healthcare should cover stress don't you think? I know that when the monkey suit is on we tend to act to outsiders much the same. But the fun thing is how different we *really* are. With our tax delay, some of us are in need of a shrink while others of us are completely lazy procrastinators but totally cool-calm and sane. Editor's note: I absolve myself from any comparison to any attributes mentioned above. While my own infirmity is real, I have the wonderful luxury of not exposing it here. Although to share a hint I really really want my tax refund. So guess if you can.

### **More Airline Stock.....YIPPPEEE!**

If you are like me you are "very excited" about the prospect of more DAL stock. Well, okay, let's get real here. I actually was skeptical for some time about any additional benefit at all. It appears now that Delta is about to finally settle with its "family" the last third of what they claim they owe retired pilots. Well, that is swell. A few shares of DAL stock, worth today \$11.56 per share, may be coming your way sometime between now and Mar 31, 2011. Keep an eye on your claim account for any deposits and don't spend it all in one place.

### **Last Name:**

I have been blessed with a unique last name which most of you do not have a clue of how to pronounce. The great thing about a name like this is when I get a call and the caller can't pronounce it, it know instantly it isn't coming from one of my peop's. Well, I just learned how to manipulate my Word text to show pronunciation. So here it is: **Stǎn'yō**  
Not nearly as bad as it looks. That "z" in the name is the confuser, just forget it is there.

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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 Kicks Off 70th Anniversary Year as Atlanta's Hometown Airline

Celebration includes christening of Delta Boeing 777 as the "Spirit of Atlanta"

ATLANTA, Jan. 21, 2011 /PRNewswire/ -- When Lynda Lloyd boarded her first Delta Air Lines flight in Atlanta as a flight attendant in 1964, the airline had recently become the first commercial carrier to fly across the country in less than three hours and had just launched the industry's most sophisticated electronic reservations system, all under the watchful eye of company founder and then-chief executive C.E. Woolman.

Today, Lloyd, Delta's most senior employee who lives and works in Atlanta, will join hundreds of her fellow Atlanta-based employees as well as elected, community and business leaders from across Georgia to mark the airline's 70th anniversary as Atlanta's hometown airline.

A Delta Boeing 777-200LR aircraft used to connect Atlanta nonstop to cities such as Tokyo, Dubai, Johannesburg and Tel Aviv, will be christened as the "Spirit of Atlanta" during a celebration at Delta's massive Technical Operations Center, adjacent to Hartsfield-Jackson Atlanta International Airport and in the shadow of the \$1.4 billion Maynard H. Jackson Jr. International Terminal currently under construction.

Read More: <http://finance.yahoo.com/news/Delta-Kicks-Off-70th-prnews-3662252361.html?x=0&.v=1>

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## Delta Unveils Four Newly Renovated Sky Clubs in January

Expansion, refurbishment part of \$2 billion product investment

Press Release Source: Delta Air Lines On Thursday January 20, 2011, 11:41 am EST

ATLANTA, Jan. 20, 2011 /PRNewswire/ -- Delta Air Lines (NYSE:[DAL](#) - [News](#)) today introduces a renovated [Sky Club](#) in [Minneapolis-St. Paul](#), the first of four remodeled Sky Clubs opening this month, including lounges in [Atlanta](#), [New York – LaGuardia](#) and Philadelphia. The refurbishments are part of Delta's more than \$2 billion investment in its product through 2013.

"Delta Sky Clubs are an important part of our premium customer experience and we are committed to further improving the travel experience for those customers," Tim Mapes, Delta's senior vice president – Marketing said. "From aircraft, to airports, to technology at your fingertips, Delta is investing significantly to ensure our customers have an excellent experience with Delta."

With contemporary furnishings and Delta's new Sky Club standard design first introduced in [Los Angeles](#), the refurbished Sky Clubs offer customers full-service bars with complimentary beverages and snacks all day; new art featuring aerial photography of the region; personalized flight assistance; updated restrooms; satellite television; and a work zone complete with complementary Wi-Fi, cyber counters, desktop computers, wireless printers and additional charging options.

Read More: <http://finance.yahoo.com/news/Delta-Unveils-Four-Newly-prnews-2751473410.html?x=0&.v=1>

Editor Note: See travel below for a Sky Club membership discount.

Other Airline News (Recent stories of interest):

## American Airlines Analysts Don't Agree

By [Ted Reed](#) 01/21/11 - 10:18 AM EST

DALLAS ([TheStreet](#)) -- Analysts are all over the map on what to do with shares in American Airlines parent **AMR**([AMR](#) ).

Even though the carrier [beat estimates](#) and continues to project [\\$500 million annually in new net income](#) by 2012 from two recently approved antitrust immunity agreements, many analysts are put off by the carrier's high labor costs, rising fuel costs -- although that is hardly unique -- and even by the tone of its fourth-quarter earnings conference call on Wednesday. "We sensed analyst frustration during the earnings call," wrote Avondale Partners analyst Bob McAdoo, in a report. "The company refused to provide any information regarding recent revenue trends [and] refused to give even general information as to how [two newly order [Boeing](#) 777-300ER] would be used.

"Very little additional information was provided ... other than another recitation of the information in the press release," McAdoo said.

Read More: [http://www.thestreet.com/\\_yahoo/story/10981557/1/american-airlines-analysts-dont-agree.html?cm\\_ven=YAHOO&cm\\_cat=FREE&cm\\_ite=NA](http://www.thestreet.com/_yahoo/story/10981557/1/american-airlines-analysts-dont-agree.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA)

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

**From:** [Jerry Smith](#)

**Date:** 1/19/2011 11:12:38 AM

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

**Subject:** 2007 IRS return amendments

Dear Mark, Do you have any info on the grounds that pilots who were successful with their amended returns used? My CPA thinks that the S/S and Medicare payments were incorrectly withheld. Anything else? Really appreciate all your hard work. Many thanks, Jerry Smith MD11 ret. 6/1/03

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Jerry Smith

[jgarsmith@bellsouth.net](mailto:jgarsmith@bellsouth.net)

Editor: Please look at the latest from Capt. Muntun below and read the history on his tax adventure at [http://pcn.homestead.com/Archive\\_Pens\\_Muntun.html](http://pcn.homestead.com/Archive_Pens_Muntun.html)

21 January 2011

**UPDATE**  
**2007 TAX RETURN RECLASSIFICATION**

We received some good news earlier this week from Bill Rand (retired DAL pilot). Bill Rand received a check back from the IRS almost immediately by filing the 2007 amended return and using my two IRS documents. I believe this is a first. (NOTE: Bill Rand gave me his authorization to use his name). It should be noted that Bill is a Nevada resident; so he filed his 2007 amended return as a Nevada resident. Because he is a Nevada resident his return no doubt went through the same IRS agents that had approved my 2007 amended return of DAL's mistake. I was elated to hear that Bill Rand's return was basically "rubber stamped" based on my previous approval documents and without an audit.

I am still recommending my accountant, Bill Whalen. Whalen has a high probability of getting your amended 2007 return transferred to Nevada (because he lives here), where there is now a track record of IRS positive attitude on this subject. We still think you have a good chance of winning in other areas; however, Nevada seems to be a higher probability at this time. I have had several pilots tell me that their accountants told them to go with Whalen because of Nevada and Whalen's experience with the case, and being an ex-IRS agent.

Bill Whalen got behind for about a month because of health problems. Doctors thought he had a major heart problem when his legs started to fill with fluid. After many tests and medications, it was decided it was a lymph problem. The new medications and treatments seem to have really helped. He is getting caught up now with his work load.

Remember that the **major statute of limitations occurs 15 April 2011**; however, there is a potential **deadline of 31 January 2011 for retrieval of the Medicare and FICA** that DAL took from our 2007 DAL stock sales. The 31 January 2011 deadline may or may not be critical, but Whalen wants to treat it as important to be on the safe side; therefore, an IRS form 843 (Claim for Refund and Request for Abatement) needs to be filed. NOTE: I filed my Form 843 about the end of October 2010 – I received an IRS letter dated 13 December 2010 stating that the IRS would respond with a decision within 60 days (I've not received a response yet). Since the IRS agreed that my DAL stock sale was not earned income, but Long Term Capital Gains; it seems "logical" that we should get the Medicare and FICA returned (\$2,655.00 for me). In conclusion, the Medicare and FICA (Form 843); is up in the air and of lesser importance in the overall picture. The amended 2007 return is the most critical that is due 15 April 2011.

For those who haven't filed to get the monies that DAL mistakenly took from us, Bill Whalen has said that if you get the following documents to him no later than next Wednesday (26 January 2011), he can get your IRS form 843 completed and back to for filing by the 31 January 2011 deadline. At which time you must sign your return and place in the mail (US POSTAL SERVICE) so that it will have a postmark no later than Monday, 31 January 2011.

You need to email Whalen at: [sonetas@aol.com](mailto:sonetas@aol.com)  
or fax: 702-446-0450

the following items:

1. Page 1 of your 2007 Tax Return
2. Copy of your 2007 W-2

After you receive your completed IRS Form 843 you can then send Whalen the items he needs to complete the 2007 Amended Return for both Federal and State (if you paid State Income Tax), along with a check in the amount of \$1,250.00 to pay for his services. You can find the items he needs in the attached "William R. Whalen" document sent with this letter.

DISCLAIMER: Yes, I am getting a financial benefit from this. After Bill Whalen worked 2 ½ years fighting the IRS over this (on my behalf), my accounting bill was about as big as my check from the IRS for winning. Whalen and I agreed that he would waive my fees if I would help him get clients. It seemed like a win/win situation for me, Whalen, and all DAL retired pilots. Further, Bill Rand has told me dinner was on him next time he is in Las Vegas. NOTE: Should you decide not to use Whalen and file on your own, I'll continue to help those pilots.

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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 by Mar 31, 2011 according [Delta Docket](#)) Keep checking your account for more DAL shares.
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 collectively for all to: revised to Feb 18, 2011 Now Mar 18, 2011, April 29, 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% unless legislative action. Action has continued 80% for Jan & Feb 2011.
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.

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

From: [evan.gost](#)  
Date: 1/21/2011 12:03:03 PM  
To: [Mark Sztanyo](#)  
Subject: Dental Coverage confusion

Hi Mark-

Keep up the good work at PCN.

Here is some information that may help sort out a problem that others may encounter.

For 2011, one of the dental insurance options is called DeCare Dental. After determining that my dentist accepted that plan, I opted for the DeCare Dental plan. My enrollment confirmation was correct and my wife and I received DeCare Dental ID cards dated 1/1/2011.

Early in January, my wife had a dental appointment. When the receptionist called to confirm coverage, she was told that my coverage was terminated. I provided the dentist's office with the information from my new ID card (assuming that my wife failed to do so).

A week later, we received a dental benefit statement that indicated we did not have coverage. I believed that the error could be corrected when I visited the dentist this week.

Yesterday the dental receptionist made a copy of my new ID card and proceeded to call the Customer Service telephone number printed on the back of the card. She was told that my dental coverage was terminated.

This morning, a representative at 1-800-MY-Delta confirmed that DeCare Dental coverage was in tact. I was placed on hold while she called DeCare Dental. In a three party conversation, the DeCare representative confirmed that I had coverage and suggested that my dental office called the wrong number. I asked her for the correct telephone number. The number that she gave me **did not agree with the number printed on my ID card**. Subsequently, I called the number printed on the back of my ID card. That number connected me to Delta Dental rather than DeCare Dental.

We are being issued new ID cards that hopefully will have the correct DeCare Customer Service number. For DeCare Dental in my area code the correct Customer Service number is (800) 587-6857.

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*Following series of emails explain how Al Lee found that **insurance cards are printed by you the client.***

From: [Al](#)  
Date: 1/20/2011 6:51:18 PM  
Subject: RE: DP3 VEBA

Mark at PCN...

You can publish all of this, but to save space and reading time, you might want to condense it.

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Hello John, George and everyone at the Cone Insurance agency:

It amazes me that after three weeks into the 'insured year', the below information is just surfacing.

Did I miss an announcement somewhere along the line?

I will CC to Mark at PCN (that's the Pilot Communications Network) for the uninitiated.



I will log on and print my cards.

Thanks for the information.

Al Lee

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**EMAIL OPTION** : opt-in

**COMMENTS** : The DP3 VEBA Enrollment Form (over 65) does not give me the option of Vision only or Dental only. Does one have to subscribe to both? Thanks, Al

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Al – The [contactVEBA@dp3.org](mailto:contactVEBA@dp3.org) email site has failed to deliver to your VEBA board several emails from late November until yesterday when we determined that there was a problem. Your email was one of those. I apologize for that and hope that you have received a satisfactory answer to your questions. If you have not, please send me a personal email [g Leatherbury@peoplepc.com](mailto:g Leatherbury@peoplepc.com) and I will get the answer for you.

George Leatherbury

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Hello George:

I did receive a call from a gent at the Cone agency the other day. (I can't find my notes right now.) He told me that my dental cards should be arriving shortly. The next day they were in the mail. :-))

He also told me that he would contact the vision department for me. No cards to date. (Again, where are my notes)!!

Can you do a little follow-up for me for the vision insurance? I am going to change providers as soon as I receive the paperwork (cards).

Thank a million for all the work you and the others have done!

Charles A. (Al) Lee, Jr.

retired 2000

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**From:** John Luck [mailto:[john.luck@coneinsurance.com](mailto:john.luck@coneinsurance.com)]

**Sent:** Thursday, January 20, 2011 9:21 AM

**To:** Erin DeRosa; Eric Breeding

**Subject:** FW: DP3 VEBA

Erin/Eric,

Charles A. Lee Jr. who goes by Al below is in need of his vision card. I believe he signed up for Dental and Vision only for Our Over 65 DP3 program. He has received his Dental card but not vision. Can you assist here?

Thanks, John Luck

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Please see the feedback below from VSP.

**VSP does not issue id cards. Members may log onto [vsp.com](http://vsp.com) and register, once registered there is an option to print off a card if they would like one however it is not necessary for them to see a provider.**

Thanks,

Erin DeRosa

Manager of Implementation

800-368-2666 ext. 7542

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Mr. Lee,

Please see the reply in regards to your email to George Leatherbury regarding not receiving a vision card. Per the email below from the Boon Group you can log into the VSP website at [www.vsp.com](http://www.vsp.com) and print a vision card since VSP does not issue cards via the mail. I hope this helps resolve your issue. Please let us know if we can be of further help.

Best regards,

John Luck

Cone Insurance Group LLC

[john.luck@coneinsurance.com](mailto:john.luck@coneinsurance.com)

713.463.8575

## Pension:

*Re-Print Announcements from DP3 site:*

# A primer on the DP3 appeals – Who is Affected and What is at Stake

January 22, 2011

**Preface: This is not a description of the appeals themselves. It is an explanation of the 3 factors reducing our benefits.**

This document is intended to serve as a primer on the PBGC procedures that reduce the benefits of DP3 members. It does not address calculation issues that may be affecting a larger number of retirees.

There are approximately 13,000 participants in the terminated Delta Pilots' Pension Plan. Of that number approximately 6500 are PC3 eligible participants who were born prior to 9/1/1953 (PC3 eligible participants are those who had retired or were eligible to retire as of September 2, 2003). Of those, just over 200 were still unretired at DOPT.

There is a shortfall of \$604 million that is being carried entirely by 3500 PC3 eligible participants (which includes the 200+ unretired at DOPT).

The 3500 burdened PC3's are made up of approximately 1000 participants who retired prior to 7/1/2002, and 2500 participants who retired on or after 7/1/2002.

While there are a number of problems with the way the PBGC has performed our benefit calculations, one can trace the benefit reductions these 3500 have experienced to 3 PBGC policies:

### **1- The fourth and fifth year of the Internal Revenue Code look backs.**

This breaks into two parts:

- 1) 401a reduction to \$170,000 affects all participants who retired on or after 7/1/2002. Removing this look back would increase the 401a limit to \$200,000.
- 2) 415b reduction to \$140,000 affects 1000 participants who retired prior to 7/1/2002. Removing this look back would increase their 415b limit to \$160,000.

These are two separate but related issues. The PBGC has combined them in its PC5b valuation.

These two issues affect every one of the 3500 burdened PC3s and represent the largest potential gain to each of the 3500 retirees.

The value placed on these two issues by the PBGC is \$421 million.

### **2- The three year look back on the IRC 401a and 415b maximum limits.**

Removing this in addition to the 5 year look back on IRC limits would increase the 401a limit from \$200,000 to approximately \$201,667 for participants who retired in the 2005 plan year.

The 415b maximum limit would increase from \$160,000 to \$175,000, adjusted for age at early retirement.

We believe that these changes would benefit primarily Minimum benefit recipients and participants who retired younger than approximate 57 years of age (an estimated 2500 of the 3500 affected retirees).

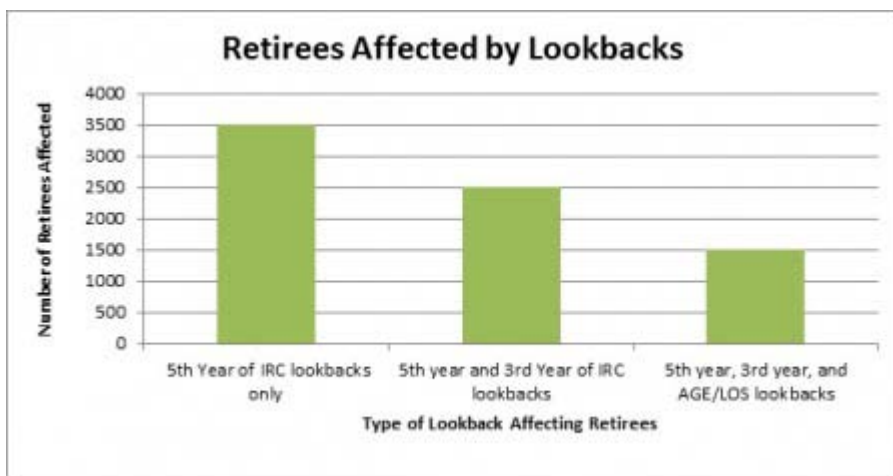
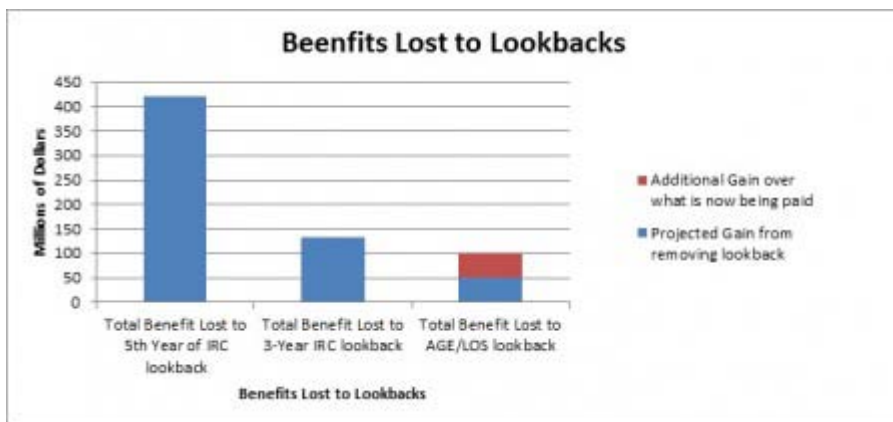
The PBGC values these changes at approximately \$133 million.

### 3- The three year look back on age and length of service.

Currently, PC3 benefits are not necessarily based on a participant's actual age and length of service as of his or her date of retirement, but rather the participant's age and length of service on 9/1/2003 or actual retirement date, whichever is earlier.

This affects all participants who retired after 9/1/2003, in varying degrees (an estimated 1500 of the 3500 affect retirees).

The total cost to approximately 1500 participants of this procedure is estimated be approximately \$100 million under the PC3 allocation. However approximately 51% of this shortfall is being paid to those participants under PC5a, so the current shortfall is actually an estimated \$50 million.



These are the only 3 procedures that reduce the PC3 benefit for PC3 eligible retirees.

But there are a number of ways to reduce or eliminate the impact of these procedures. Your DP3 trustees and our attorneys are working diligently to craft appeals that will successfully accomplish that goal.

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## Final Claim Distribution Information Posted By Delta

January 20, 2011

DeltaDocket.com <http://deltadocket.com/> has posted a Claim Distribution Summary as of December 2010

[http://deltadocket.com/delta\\_downloads/delta\\_downloads\\_root/ClaimDistributionSummary%20 December%202010.pdf](http://deltadocket.com/delta_downloads/delta_downloads_root/ClaimDistributionSummary%20December%202010.pdf)

on its web page. The Summary contains information detailing the final distribution of shares for unsecured creditors of the Delta bankruptcy.

The summary notes that final distribution of the shares will be made by **March 31, 2011**. It appears that the final distribution will be about 39 additional shares per \$10,000 of claim value.

DP3 does not have any additional information beyond what is in the posting, including when the shares will actually be distributed or the number of shares any individual creditor has coming to them.

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Also, please check out the DP3 BLOG as new items as of 1/19 have been posted: <http://dp3org.wordpress.com/>

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## DP3 Consolidated Appeal Date Extended to April 29, 2011

Posted: January 18, 2011

PBGC has recently agreed to extend the DP3 Consolidated Appeal Filing Deadline to **April 29, 2011**, and remember this is still tentative.

The PBGC has informed us that they have finally sent the last of the non-QDRO BDLs to the retired Delta pilots. If you have not received your BDL yet and do not have a QDRO, please call the PBGC at 800-400-7242 and ask about it. If you have a QDRO, you may not see a final BDL before the end of this year (2011). Please note that if you have a QDRO but do not have your final BDL before our consolidated appeal is filed, you will be able to join the appeal in progress, provided you are still an Honor Roll member at the time.

Important - **NO ACTION IS REQUIRED BY ANY DP3 MEMBER DUE TO THIS POSTPONMENT.** Those of you who have already received extensions of the appeal deadline are automatically extended to the new date of April 29, 2011.

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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 its existence.

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):

## Delta Sky Club™ Bulletin

Vol. 2010 No. 44 December 7, 2010

**Delta Sky Club –Employee Membership 20% Discount Program**

**Applicability:**

All Delta Sky Club locations

**Overview:**

Active and retired Delta employees will now receive a 20% discount when purchasing a membership to the Delta Sky Club. For new members, the \$50 initiation fee will also be waived.

**Key Points:**

Delta Sky Club has created a new standard offer for all Delta employees. Any active Delta employee or retired Delta or Northwest employee is eligible to receive a 20% discount off the current market price of a Delta Sky Club membership. The \$50 initiation fee will also be waived for new members. Employees may purchase one-year or three-year memberships, including joint memberships, using the promo code **DSCSEM**.

Employees/retirees wishing to purchase a joint membership may do so with their spouse or partner.

Memberships may only be purchased in-Club through this program and the employee must show a valid employee ID to qualify for the discount. The offer will launch December 7, 2010 and will be an ongoing offer.

Employees will be able to use the Club membership benefits when exercising their pass travel benefits.

**Offer applies to:**

New and renewal memberships

One and three-year memberships

Regular and joint memberships

**Effective dates:**

Ongoing promotion starting December 7, 2010

**Action Required:**

This discount can only be redeemed in-Club and only active or retired Delta employees are eligible. Employees must show a valid employee ID to qualify for the discount.

Promotion/Contract Source Codes: **DSCSEM**

**Terms & Conditions** Delta Sky Club memberships are non-transferable and non-refundable. You must be 18 years of age for Club membership. You must be 21 years of age to enter Clubs with a self-service bar unless you are accompanied by a parent or legal guardian. Delta Air Lines reserves the right to revise its Club Terms and Conditions without notice. Delta Sky Club members will not be compensated for changes in locations, rates or policies. The cost of a One-Day pass may be credited within 60 days of purchase toward the cost of an annual or three year membership. The cost of a 30-day membership may be credited within 60 days of expiration toward the cost of an annual or three year membership. Delta Sky Club house rules must be observed or membership may be terminated without compensation and an employee may be subject to disciplinary action up to and including termination of employment.

Resources: Contact Joy Halperin

Telephone: 404.714.9155

Email: [joy.halperin@delta.com](mailto:joy.halperin@delta.com)

Life Section...

Misc Posts:

**From:** [Daniel Stukas](#)  
**Date:** 1/19/2011 9:07:13 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** appeal

Hello,  
If I did not originally request an appeal before my deadline (Nov 12th) will I still be included in the DP3 appeal if I am an honor roll member?  
I am going to join as an honor roll member either way.  
Thanks  
Dan Stukas

+++

**From:** [Manke](#)  
**Date:** 01/20/11 12:27:05  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Appeal Filing

Mark,

I retired in 2002. I received my final determination letter from the PBGC last June. There was no change in the amount I was to receive so I figured that there was no cause to appeal. After reading some of the DP3 correspondence on the subject and talking to some fellow pilots I would now like to be a part of the appeal. Is it too late to submit the paperwork to become a part of the appeal?

Bill Manke  
(Joseph W Manke)

*Editor: Thanks for that question Dan and Bill, I think it is good if you both join in. But that and questions like that, are better addressed by our DP3 trustees who will respond with an informative and authoritative answer: [contactus@dp3.org](mailto:contactus@dp3.org)*

+++++

Pete heins  
Email [k1fjm@aol.co](mailto:k1fjm@aol.co)  
Issue Area - Pension

Comments - No Final BDL received as of 15JAN2011. In early DEC2010, PBGC ATL said I'd said, "I'd get it by the end of December: For Sure." I guess that I should have asked: "Which year?" (I do not have a QDRO.)

I spoke with PBGC ATL at 1PM PST 19JAN2011.

PBGC told me that calculations for me are done or in progress, but no letter has been generated for me yet.

I spoke with the same lady on 20DEC2010.

Regards,

Pete Heins, DAL ret 10JAN07, no QDRO

Human Interest:

## **AUTOBIOGRAPHY (INCOMPLETE) OF DAVID MANVILLE THAYER**

My story like all life stories has four parts and is being written in the late winter and early spring of 1994, and here again in the fall of 1994 and it's not done yet. Additional information added Feb 22, 2004. *Further updates added in January 2011 by Jeff Degner of Delta Air Lines: these latest updates are all italicized.*

### **1. Birth**

### **2. All the stuff in the middle**

### **3. War Time and Beyond**

### **4. Somebody else will have to add the final touché**

#### **1. Birth.**

It was a dark and stormy night. I remember it well: March 23, 1924 at Mercy Hospital, Cedar Rapids, IA 52403 (I even knew my zip code) I watched "60 Minutes on the TV while cuddled in my mother's arms.

#### **2. All the stuff in the middle.**

Most of my early days are a mystery to me other than a few items. My father's name was Donald Boswell Thayer and my mother was Maud Leone Manville Thayer. My father's mother was a somewhat domineering person that I called "BumBum", who wanted me to be named "Lyman Wellington Thayer" after another Thayer family member, an uncle, I think. BumBum also wanted me to be a doctor. Mom put her foot down on the name, whew, and a career as a doctor was of no interest to me although I qualify in one respect: my hand writing is almost illegible.

Somewhere around the age of five I was sent to live with my grandparents on my mother's side, Percy Newton and Mary Christine Manville. I have been told by my mother that since she and my father were divorced and she was too poor to support both my sister Barbara and me, I was sent to live with my grandparents. Grampa Manville was manager of the Swift and Company Branch in Rock Island, Illinois and died when I was quite young so Grandmother Manville attended to most of my early days. I was essentially raised by them and lived in Rock Island until about the ninth grade when



I returned to Cedar Rapids. Mom had long before remarried to Larry T. Nelson. Mom and Larry opened a doughnut shop on 3rd avenue and 10th street in Cedar Rapids. I worked at the doughnut shop, carried papers and with some help from them I was able to purchase my first ten hours of dual flight instruction at Saxon Flying Service in Cedar Rapids for the princely sum of \$55.00. The former Saxon Airport is now included as part of the Collins Radio Company property.

I had my eye on a 1931 Ford Model "A" Roadster that was for sale at a local dealer. I came to my girlfriends house one day and there it was! Her father knew how much I wanted it and had bought it for me. I of course, paid him back the total cost of \$50.00. It was a beautiful sky blue with yellow Ford V-8 wire wheels and had a rumble seat. High school was always a terrible imposition upon my free time as I would have rather been at the airport instead of a musty old school room. As a result I flunked history and had to take glee club in order to earn an extra half credit so that I could graduate with my class. In the summer of 1941 four of us took an old Model "A" Ford (not mine) on a trip to Canada. On the way back we ran out of cash and had to set pins in a bowling alley to earn gas money to get home. We also had enough to buy either some food or a pony of beer. We opted for the beer!

### **3. War Time and Beyond**

During my senior year on December 7, 1941 the Japanese attacked Pearl Harbor and the US was drawn into WWII. In the spring of 1942, just before graduating, I took the required tests to be accepted into the Army Aviation Cadet Program. I was called in the fall and was shipped by troop train to Santa Ana, California for preflight. From there to Visalia, CA for Primary where we flew Ryan PT-22's, (also called "The May tag Messerschmitt") because it's 5 cylinder Kinner Engine sounded like one of the gas powered washing machines of that time, then to Minter Field, Bakersfield, CA for Basic where we flew BT-13's (The Vultee Vibrator") and the to Fort Sumner, NM for Advanced where we flew Cessna AT-17' ("The Bamboo Bomber"). I graduated as a brand new "Shave Tail" (2nd Lieutenant) from Ft. Sumner August 30, 1943. The next stop was Hobbs, NM for B-17 transition. During my time at Hobbs my mother came to visit while I was confined to quarters for making up my bunk poorly. However, the CO gave me special leave during her visit. From there we went to Salt Lake City where our crew was formed. Sioux City, Iowa was the next assignment where we as a crew trained for overseas duty. We practiced bombing, gunnery, formation flying, day and night cross country, emergency procedures and about a zillion other things. We also had seemingly endless ground schools. Little did I realize that endless ground schools would become a fact of life throughout my aviation career. While in Sioux City, I met a woman named JoAnn and after I returned from overseas we were married. I wasn't a very good husband and she met a control tower operator that looked better to her, so the marriage lasted just four years. It also produced a daughter who has been a major disappointment. I wish the whole thing had never happened. One very positive result, after the divorce I migrated to California where I met the great gal that I have been married to for almost 45 years. It was the best thing that ever happened to me. More about that later. On one of our required night cross countries I arranged it so that we would fly over Cedar Rapids and since my folks and my grandmother knew I was coming, we buzzed Cedar Rapids just above the tree tops (remember it was at night) and I blinked the landing lights on and off several times so that they would know who it was. An article in the Cedar Rapids Gazette the next day said "Last night somebody's son, husband or sweetheart buzzed Cedar Rapids in a bomber as if seeking a landing spot. George Pope, the night man at the airport turned on the runway lights". This was in the days before radar so no one ever found out who it was. After training at Sioux City we went to Kearney, Nebraska and were assigned a brand new B-17G (Ship number 42-97080, not the one later named "Heavens Above") to fly to England. We departed from Kearney on March 6, 1944 and flew to Manchester, New Hampshire taking 7 hours and 20 minutes. On March 11<sup>th</sup> we flew to Gander Lake, Newfoundland, in 5 hours and

35 minutes. The runway was snow packed at Gander and I had to ground loop the B-17 to keep from sliding off the end, fortunately no harm was done. We stayed in Newfoundland 5 days waiting for favorable winds. While there we made a good sized dent in the base Creme De Menthe supply since that was all that they had left. I can't stand the stuff to this day!

We had to fuel our own ship and we were told to only fill the tanks to within 4 inches of the top to prevent syphoning when we started across the Atlantic Ocean. I told the guys BS, fill them all the way to the top, if any tank begins to syphon, we will know it right away and we'll come back. We jumped off nonstop for Prestwick, Scotland March 16, 1944. Before leaving we had to weigh our B-4 bags and only a certain amount was allowed. Since there were ten of us and all bags weighed over the limit, we loaded all we could into eight bags and loaded the other two lightly. We stood in single file to have the bags weighed and kept passing the two light ones up to the guy at the scale. The same two bags were each weighed five times! We never knew if he guessed was going on and didn't care or if he failed to notice. Our flight plan had to make the trip less than eleven hours before we could depart. Ray Spencer, the navigator figured the flight plan at ten hours and fifty-five minutes. We got up a pool before leaving for Scotland, betting on the total time. We insisted that Ray use his estimate and he won the pool! He confessed after we arrived that we had been sixty miles north off course during the night. He has never said if he did that on purpose to win the pool. There were no sophisticated navigational facilities in 1944 so Ray had to navigate by celestial. We hit Prestwick Scotland right on the nose!

We were shipped to Stoke-an-Trent for assignment to a B-17 base, which turned out to be the 388th Bomb Group at Knettishall, East Anglia, England. While at Stoke-an-Trent, which was near London, we could see the German bombers as they flew over London on night bombing raids. We could also see the searchlight beams and the flack coming up from London. One night a German bomber flew directly over us on fire and all we could see were flames, but we could hear the engines running. Our permanent base, the 388<sup>th</sup> was near Knettishall, which, in turn, was nothing but a crossroads and not even a village. Much of our off duty time was spent at the Officer's Club. It was necessary to cross a small stream on a wooden plank to reach our area and it was not all that unusual to fall off the plank when we had too much to drink. Since Colonel David who was the commanding officer had a favorite chorus girl that came up from London on Saturdays, he allowed others to have girls in the barracks during Saturday nights. War is hell, yuk, yuk, yuk! If you were scheduled for a mission the next morning you had to plan to fly tired.



We flew our first mission April 18, 1944. We were assigned to B-17G ship number 42-97328. For nose art there was a painting of a girl's legs showing through a cloud and the name of the ship was "Heavens Above" I never knew who the artist was, it must have been painted in the states before going to England. It was new and we were the first crew to fly Heavens Above. We flew it for 20 missions but since we were designated as lead crew for the final eight we had to fly ships that were properly equipped to lead the bombing attacks. Here is a list of where and when we flew:

### MISSIONS

| NUMBER | DATE     | DESTINATION              | TOTAL TIME |
|--------|----------|--------------------------|------------|
| 01     | 04/18/44 | Luneburg, Germany        | 8:10       |
| 02     | 04/19/44 | Lippstad, Germany        | 6:55       |
| 03     | 04/20/44 | Pas De Calais, France    | 5:30       |
| 04     | 04/22/44 | Hamm, Germany            | 7:00       |
| 05     | 04/24/44 | Friedrichshafen, Germany | 9:20       |
| 06     | 04/25/44 | Dijon, France            | 8:15       |
| 07     | 04/30/44 | Clermont-Ferrand, France | 9:00       |

|    |          |                         |      |                        |
|----|----------|-------------------------|------|------------------------|
| 08 | 05/01/44 | Metz, France            | 6:25 |                        |
| 09 | 05/07/44 | Berlin, Germany         | 9:10 |                        |
| 10 | 05/09/44 | Juvincourt, France      | 5:25 |                        |
| 11 | 05/11/44 | Brussels, Belgium       | 5:05 |                        |
| 12 | 05/12/44 | Brux, Czechoslovakia    | 9:10 |                        |
| 13 | 05/22/44 | Kiel, Germany           | 7:05 |                        |
| 14 | 05/24/44 | Berlin, Germany         | 8:35 |                        |
| 15 | 05/27/44 | Liege, France           | 6:45 |                        |
| 16 | 05/27/44 | St. Valery, France      | 3:35 |                        |
| 17 | 05/28/44 | Magdeburg, Germany      | 8:15 |                        |
| 18 | 05/30/44 | Troyes, France          | 6:30 |                        |
| 19 | 05/31/44 | Soest, France           | 6:55 |                        |
| 20 | 06/06/44 | Bernier Sur Mer, France | 7:25 | (Normandy, Juno Beach) |
| 21 | 06/07/44 | Nantes, France          | 6:45 |                        |
| 22 | 06/10/44 | Berck Sur Mer, France   | 4:10 |                        |
| 23 | 06/20/44 | Magdeburg, Germany      | 8:30 |                        |
| 24 | 07/06/44 | Abbeville, France       | 4:40 |                        |
| 25 | 07/14/44 | Supply Mission          | 9:50 |                        |
| 26 | 07/17/44 | Rouen, France           | 4:25 |                        |
| 27 | 07/24/44 | St. Lo, France          | 6:00 |                        |
| 28 | 07/25/44 | St. Lo, France          | 6:00 |                        |

### CREW MEMBERS

|                |               |                  |
|----------------|---------------|------------------|
| Pilot          | David Thayer  | Cedar Rapids, IA |
| Co-Pilot       | Donald Kluth  | Manitowoc, WI    |
| Bombardier     | John Kotlarz  | TX               |
| Navigator      | Ray Spencer   | Detroit, MI      |
| Top Turret     | Delroy Perske | Sauk Rapids, MN  |
| Radio Operator | Claude Rosson | TX               |
| Ball Turret    | Douglas Rice  | Detroit, MI      |
| Right Waist    | Melvin Muth   | Sykesville, PA   |
| Left Waist     | Fred Meehan   | Niagra Falls, NY |
| Tail Gun       | Jack Clemer   | Roby, TX         |

*There were ten crewmembers on a B17 "Flying Fortress." Dave, at age 20, was the youngest of his crew. Each B17 took off from England with eight fully armed bombs. These bombs were said to be so sensitive that they would explode if a newspaper blew onto them! On the other hand, some of the bombs carried by B17's were assembled by POWs, and a small percentage of these were deliberately defused. (See Mission 12 below) If the primary target for a mission was unavailable, and no "Target Of Opportunity" presented itself, the bombs were jettisoned into the English channel. Dave has been asked why they couldn't just drop their bombs anywhere over Germany, since we were at war with this country. The answer was "to avoid civilian casualties." Yes, there were certainly casualties associated with each targeted bomb drop, but these were associated with Germany's ability to make war and thus fair game. Mission "20" was in support of the D-Day Normandy Landing and their target was to drop bombs on the German beach and shore installations. Dave and his crewmembers had a birds-eye view of the historical invasion. To see more details on each mission, go to:*

<http://www.388bg.org/servlet/Controller?pageType=detail&dataType=Person&id=388-I-THA01-01>

*Captain Thayer left for the war from the United States in March of 1943. When he returned in July, after 28 missions, he still wasn't old enough to buy himself a beer.*

## **SOME MEMORABLE MISSIONS**

**Mission 1**, Lunebrg, Germany. Since it was my first mission, I had an experienced co-pilot and my regular co-pilot Don Kluth, flew with another crew. The scariest part was when I looked out to the right and saw a string of bombs falling just aft of our right wing. We had drifted under another group and their bombs were falling through our formation! Fortunately no damage was done but it sure got our attention.

**Missions 9 and 14**, Berlin, Germany. Not exactly a Sunday School Picnic. Berlin was defended by at least 400 large caliber anti-aircraft guns timed to go off all at the same time. The sky was almost black with flack puffs. They did a lot of damage and shot down some of our B-17s. Bombing Berlin was one of the toughest assignments and a hair raising experience.

**Mission 12**, Brux, Czechoslovakia. We bombed a synthetic oil plant at Brux. This was easily my most memorable mission. We had to fly clear across Germany to Czechoslovakia and back across Germany to England. We were under enemy fighter attack several times not only en route but were attacked by ME-410's on the bomb run. Also on the bomb run our ship "Heavens Above" took a direct flack shell right through the closed bomb bay doors, went just behind the tail fuses of the bombs and exited out the top. It took the entire top out of the bomb bay and released both life rafts. We estimated that it went about 4 inches behind the bombs. It doesn't take long to travel 4 inches at around 200 miles per hour!. Not only that, we were told by intelligence that those shells were set to go off two ways, by contact and by time, BUT FIFTEEN PER CENT WERE DUDS. I guess you can't come much closer than that!. We lost many B-17s that day.

**Mission 13**, Kiel, Germany May 22, 1944. On this mission we bombed the German U-Boat docks and yards. The Germans were so desperate to defend the facility that their fighters flew right through their own anti-aircraft fire to attack us. We were under anti-aircraft and fighter attack at the same time. Since we were lead ship that day and the bombing was accurate, our crew was awarded the Distinguished Flying Cross for pressing on regardless of the unusually heavy opposition.

**Mission 20**, Bernier Sur Mer, France. June 6th 1944, D-Day! We led the entire 45th wing on D-Day and dropped on the German shore installations when our first landing parties were 600 yards off shore. It was an easy mission for us since the Germans were concentrating on the surface action.

**Mission 25**, South France, we flew with a load of supplies to be dropped by parachute to the French Maqui who were to move north and meet with our troops to begin the drive toward Germany. We dropped from 500 feet over a mountaintop clearing and we also had an American Major with us who parachuted from our ship at the same time to help organize the Maqui. Just after dropping, our tail gunner said he saw many people rush out from the woods surrounding the clearing, gather the supplies and disappear back into the woods. Since we flew an unpressurized airplane we had to breathe oxygen while at altitude which of course meant wearing a mask. To be sure that each crewmember was receiving oxygen we had a check in procedure. Each crew member had a number

starting with John Kotlarz who as the bombardier was number "one" and so on back through the ship making the tail gunner number "ten". I would call for oxygen check and John would say "number one OK" and so on to the tail gunner. The ball turret gunner, Douglas Rice, "Buttercup" was number seven. One day during the oxygen check he said, "Right wheel's up and the left wheel's down, number seven OK". The waist gunners both dove for the turret since it was obvious that his oxygen had become disconnected.

There were only about 3 or 4 missions where we did not experience at least some battle damage. It was usually some flack holes and some damage from fighter attacks. Sometimes the German fighters would make head on attacks and we could see the fire from the German guns as they were shooting at us. We could also see the tracers as they came toward us. One bullet hit the propeller blade just outside my window, ricocheted up the prop blade and exploded, nearly shattering the windows bulletproof glass. That got my attention! My crew and I during our tour of duty were awarded the Distinguished Flying Cross with Oak Leaf Cluster and the Air Medal with four Oak Leaf Clusters.

After completing our missions, the officers came back by Air Transport Command stopping in Iceland on the way. I had several duty stations after returning including flying a photo ship at La Junta, Colorado and B-17 instructors school at Lockbourne Field, Columbus, Ohio. I was separated from the service on (date to be added).

I used the GI Bill to go to Spartan School of Aeronautics at Tulsa, Oklahoma where I got my Instructor and Instrument Ratings. I then taught flying and flew charters both at Sioux City and Mt. Pleasant, Iowa. While in Sioux City I joined the Iowa National Guard and had the opportunity to fly a P-51 IS. That was quite a change from bombers. The P-51 was a low wing fighter with a V-12 cylinder Rolls Royce engine. I think I enjoyed that airplane as much as any that I have flown. After the divorce from JoAnn I returned to Cedar Rapids where I also taught flying and flew charters. I wasn't doing very well financially so I pulled up stakes and drove my old '39 Buick to California planning to work with my folks in a doughnut shop at Berkeley. It did not take me long to grow tired of frying doughnuts so I went to school at Oakland, California to get my Air Line Transport Rating. While in California doll of a girl kept coming into the doughnut shop every day at noon. I took particular notice of her and one day followed her out of the shop and asked for a date. Much to my surprise she accepted and the rest is history! On our first date she realized that she was riding in my old Buick with the Iowa license plate that she had previously noticed when she was with friends while behind me. I later bought a 1941 Plymouth Coupe. and sold the Buick. That Buick had a damaged differential so it alternately knocked out carrier bearings and axles. I used to carry spares along and got so I could change either in a few minutes even on a busy street. It also had a bad second gear and Leona would have to hold the gearshift in second as we went up San Francisco's hills to keep it from slipping into neutral. I put a \$100.00 "for sale" sign on it and parked it in front of my folks doughnut shop. It sat there for a long time until I changed the for sale sign to \$99.98. It sold the next day to a colored preacher and he refused to take the two cents change from the \$100 that he had given me.

We made a trip back to Iowa and I had the opportunity to meet Leona's parents. On the way back to California I got cold feet about being married again. I was unsure of my ability to make her happy. When we got to Grand Island, Nebraska and because of my reluctance, she got on a train to California and I went on in the car by myself. As she was riding in the train, she spotted me driving along on the highway. The train was faster than the Plymouth and God love her, she got off the train in Ogallala Nebraska and ran, baggage and all up to the highway to be there when I came through. There was a rodeo in town and unknown to her the highway had been temporarily moved a block further North. So she ran the additional block and arrived just as I got there. Was I happy to see her!!!! Any of you from future generations who may be reading this, remember you owe your existence to a fleet footed lady who raced through Ogallala Nebraska.

We drove the rest of the way to California in the Plymouth and were married July 10, 1949 in Berkeley. That is no doubt the most significant date in my life and marrying Leona was the luckiest and smartest move I have ever made. That was almost 45 years ago, 45 wonderful years, and if there is any good in me whatsoever, it is because of Leona. I came from a cold, broken home and a bitter divorce with little concept of family life and no confidence in my ability to function in a family environment. She taught me how to live in a family and how to love and be loved. I am and will be forever grateful to her. The marriage produced three delightful children all of whom I am very proud. Cynthia Sue, Richard Larry and Tracey Ellen. All have been model citizens and have given us no problems beyond teen-age hijinks, thanks to their mother's guidance.

I soon tired of frying doughnuts and wanted to get back into flying. With Leona's help we wrote many applications to various airlines. Finally The Pilot's Employment Agency of Whippany, New Jersey responded with an interview in Atlanta with Delta Airlines and I was hired September 15, 1949, the start of an almost thirty five year career. I went directly to flight engineers school in Atlanta and went on the line November 1, 1949. Having chosen Chicago as a base I never actually flew as an engineer and instead became a DC-3 co-pilot and happily made no use of my flight engineers rating. That suited me just fine, as I wanted to be a pilot and not an engineer. My starting pay was an enormous \$255 per month. The contract at that time called for a \$50 raise every 6 months up to a maximum of \$555 per month no matter what airplane or how much you flew! I was a DC-3 co-pilot for about 5 years before checking out as a DC-3 captain. I then progressed through 8 additional airplanes including the CV-440, C-46, DC-6, DC-7, CV-880, DC-9, B-727 and the final 9 years on the Lockheed L-1011. I enjoyed flying all but two, the C-46, a maddingly inadequate airplane, and the B-727 which was a "Rube Goldberg." I called the B-727 "The Shuddering Shit House" or simply the "SST". The CV-440 and the CV-880 were both outstanding airplanes. They were extremely maneuverable and strong. The 880 flew like a fighter and was a pure joy to operate. If the 880 could be compared to a Jaguar, the Lockheed 1011 would be a Cadillac. All the Douglas birds were dependable and predictable.

Airline flying has been described as "hours and hours of sheer boredom punctuated by moments of stark terror" I'm not entirely convinced of the validity of that statement as I was seldom bored and while I did experience a few anxious moments, those moments were never terrifying and some quite humorous things happened. On one trip when I was a DC-3 co-pilot we picked up a passenger in Birmingham Alabama (our one and only rider). He was going to Augusta, Georgia but it wasn't his day. When we got to Augusta it was fogged in and we couldn't land so we proceeded to Brunswick, Georgia which also folded, then to Jacksonville, Florida which welcomed us in the same manner. We retraced our route all the way back to Atlanta, which also was closed! We took this lone passenger on a tour of Georgia and part of Florida winding up back in Birmingham where he had boarded earlier that same day!

A memorable trip that started out in Houston, Texas and stopped at every airport between there and Chicago (at least it seemed that way) set the stage for one of the funniest things that happened in all my time with Delta. With Al Durham as my co-pilot, we stopped in Little Rock, Arkansas to unload, be serviced and to board our Little Rock passengers and freight. I went into the men's room at the terminal and one of our through passengers was in there having a nip from his bottle. He cornered me and said, "Captain, there was a sailor in here just now from our flight and I asked him if he was going to Great Lakes Naval Station and he said, no I'm going to Chicago. I also offered him a drink and he turned me down. Any sailor would know that Great Lakes is in Chicago and there isn't a sailor in the world who wouldn't take a drink. I have a connection with the FBI and I know that Russia is dressing some of their agents in sailor suits, teaching them some English and sending them to this country as agents. I want you to have him taken off the flight and investigated and I'll back you up".

This was during the Senator McCarthy era when, according to the Senator, there was a Commie lurking on every street corner. I went back out to the airplane and took my seat in the cockpit about the time that AL came in and said "I was just in the men's room and some guy offered me a drink and asked if I was going to Great Lakes"! The "Commie" sailor was none other than my co-pilot, Al Durham! Our uniforms closely resembled those of Naval Officers.

One time on another trip after Al was flying Captain and from the West Coast to Atlanta I had a chance to get in a good laugh. I was in a 1011 and Al was in a DC-8, we were running neck and neck with Al on my left and at the same altitude. The controller said, "since you are both about the same distance from Atlanta, I don't know which one to let go ahead". I no longer recall the flight numbers so I will call Al's flight number 895 and mine 1011. I picked up the mike and without identifying who was calling and said, "go ahead and let 1011 in first because we are a little ahead of time anyway". The controller said, "thanks, 895 turn left 30 degrees for spacing". Al said, "that wasn't me who said that!" but it was too late then.

After the kids grew up and left home, Leona accompanied me on many trips using her pass privileges. Once on an overnight to San Francisco and as we were coming down in the elevator the next morning, me in my uniform, we stopped on other floors for other guests. When we reached the lobby level and in front of the other guests I handed her a 50 dollar bill and said "thanks, it was fun, see you next trip". I said it loud enough so that the other people would be sure to hear. She took it in stride and even kept to 50 dollars! I had a wonderful and happy time as a Delta Pilot and never once regretted going to work for that company. The years with Delta sped by and retirement came far too soon. After my trip ending November 18, 1983 I went to Dr. Jerry Cargill for a thorough checkup and learned that I had an advanced case of cancer, so November 18, 1983 was my final trip. My normal retirement date would have been March 23, 1984. I knew of a cancer hospital in Houston, Texas that was reported to be one of the best. That was the M.D. Anderson Cancer Center, where I was treated by Dr. David Swanson. The primary tumor was in my left kidney and he recommended that the kidney be removed. January 24, 1984 he performed that surgery and here I am, ten years later and cancer free.



*Dave, as featured in a Delta Air Lines newspaper advertisement in the early 80's. Among Dave's more interesting experiences as a Delta pilot was the fact that he once successfully landed a DC9 after a mid-air collision with a duck, a collision which left a hole in the leading edge of the wing. He also smoothly landed, on a foamed runway in San Francisco, a Convair 880 whose front landing gear was broken. And he flew the first Delta DC9 to ever land at Denver.*

I had always felt that retirement would be a traumatic experience, I was wrong! I've enjoyed the freedom to do as I please with my time. Leona and I have had some great times together especially since retirement. My grandparents were outdoor people and made yearly trips to Northern Minnesota for fishing and relaxation. From about the age of five and since I was living with them I went along



each time and always to the same place about 6 miles north of Nevis, Minnesota on Middle Crooked Lake. I learned to love the north woods and about 35 years ago, the Benders who owned the resort decided to sell the six acres and the two cabins that went with the land. Leona and I bought the package, a decision I have never regretted. We have had some great times up there fishing, waterskiing, swimming and snowmobiling. A little over twenty years ago we built a year-round home on the property and have improved it periodically since. Some of my fondest memories are of the five baptisms that Reverend Chuck Randle came up from Illinois and performed in the lake. He also made a trip to perform Tracey and Wilson's wedding on our lakeshore deck. I pray that future family members who will some day inherit the property will respect it and treat it as we do.

**End of part 3 unless I choose to add some more boring facts. (last entries in this section made on 2/2/04**

*From Jeff Degner: I had a wonderful conversation with Dave on Jan 6, 2011. His best friend, Ron Geminn was also there to listen and add details to some of Captain Thayer's stories. Among them was the fact that Dave did not like Atlanta at all! He felt that the folks from Delta's main base had egos which were way too large. It also seemed that the Civil War was still recent news in Georgia and that Dave was just another damn Yankee. He also quoted one of his favorite phrases: "I've never worked a day in my life. It's always been fun"*

*A few months ago, Dave piloted a Cessna 172 while Ron was in the passenger seat. Even at the age of 87, all of the aspects associated with flying came back instantly to Captain Thayer. Ron said he flew Ron's own airplane better than he did!*

*Near the end of our conversation, Dave asked me if he had told me anything about his wife. I replied, "No"*

*With a smile, he said, "She was a wonderful wife. She was a wonderful mother. She was a wonderful cook."*

*I said, "It sounds like you were a lucky man" He replied, "I was"*

#### **Part 4.**

The man upstairs knows, not me!

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)

This is the PCN Calendar designed for you to publish your 2011 event dates. Please send them in to Kim.

Click here for our PCN [Calendar](#).

+++++

*From:* [Ron Alexander](#)

**Date:** 1/22/2011 9:07:12 AM

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

**Subject:** museum event

I would like to post an event for Candler Field Museum located in Williamson, GA. I am attaching a flyer for the fund raising event. We will be hosting a WWII theme dance with a live 18 piece orchestra. Tickets are \$45 and the proceeds will be used to construct a new museum hangar. Event is **March 19<sup>th</sup> beginning at 6:30 PM.**

Tickets may be purchased (and Flyer viewed) online at [www.peachstateaero.com](http://www.peachstateaero.com) or by calling 770-467-9490.

Thank you very much.  
Ron Alexander

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 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) :

**From:** [dave wall](#)

**Date:** 1/21/2011 11:00:39 AM

**To:** [Marksztanyo](#)

**Subject:** FW: Enola Gay Cockpit (B-29)

## how cool is this?

Imagine sitting in that seat waiting to change the world!  
Use the buttons to change the view.

DRAG THE POINTER IN ALL DIRECTIONS

[www.davidpalermo.com/data/slideshow/4/index.html](http://www.davidpalermo.com/data/slideshow/4/index.html)

Political (food for thought):

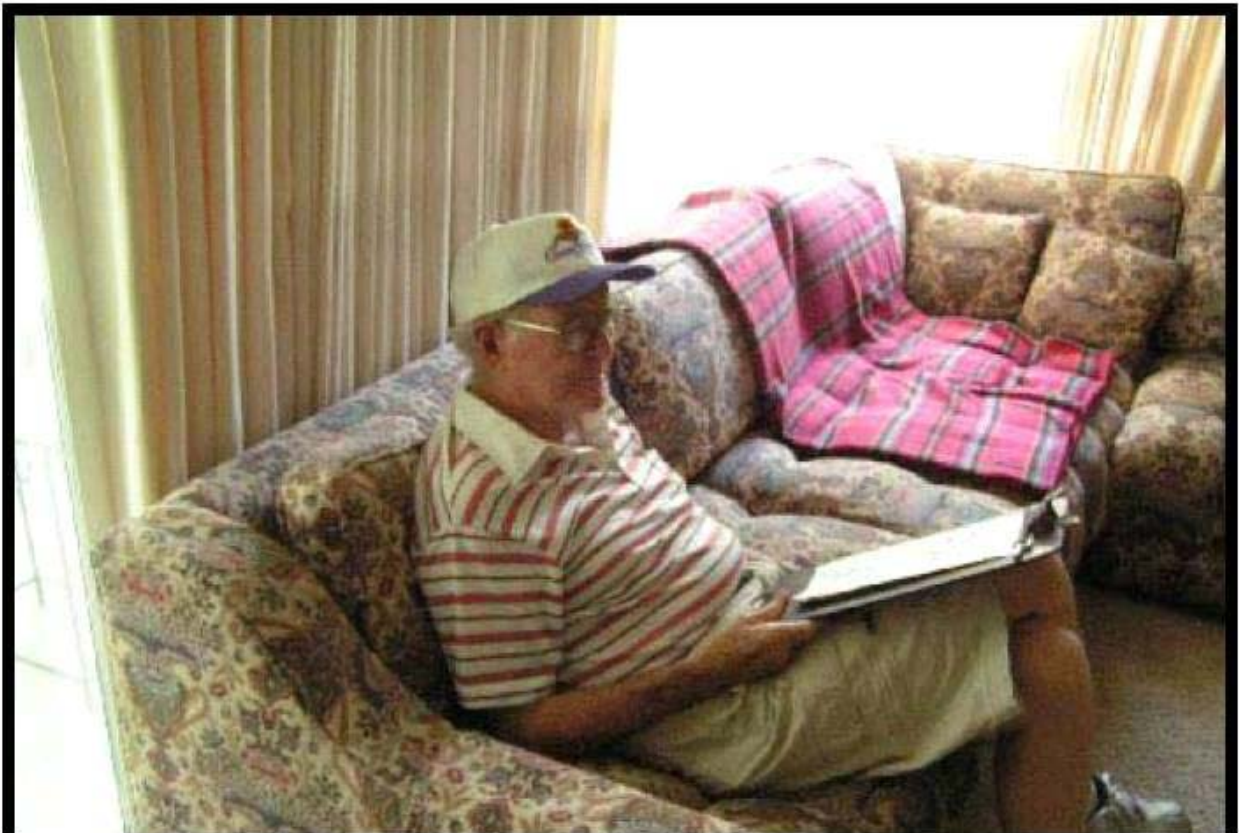
Humor/Sobering or Fun (Share some "vulgarity free" humor with the net):

*This guy must be a retired No Pension Delta Pilot. Thanks David*

## YOU GOTTA LOVE THIS GUY!

### **Wal Mart Applicant revealed...**

Below is an actual job application that this 75 year old senior citizen submitted to Walmart in California . They hired him because he was funny.....



**NAME:** *Kenneth Way (Grumpy Old Bastard)*

**SEX:** *Not lately, but I am looking for the right woman (or at least one who will cooperate)*

**DESIRED POSITION:** *Company President or Vice President. But seriously, whatever's available. If I was in a position to be picky, I wouldn't be applying here in the first place*

**DESIRED SALARY:** *\$185,000 a year plus stock options and a Michael Ovitz style severance package. If that's not possible, make an offer and we can haggle.*

**EDUCATION:** *Yes.*

**LAST POSITION HELD:** *Target for middle management hostility.*

**PREVIOUS SALARY:** *A lot less than I'm worth.*

**MOST NOTABLE ACHIEVEMENT:** *My incredible collection of stolen pens and post-it notes.*

**REASON FOR LEAVING:** *It sucked.*

**HOURS AVAILABLE TO WORK:** *Any.*

**PREFERRED HOURS:** *1:30-3:30 p.m. Monday, Tuesday, and Thursday.*

**DO YOU HAVE ANY SPECIAL SKILLS?:** *Yes, but they're better suited to a more intimate environment .*

**MAY WE CONTACT YOUR CURRENT EMPLOYER?:** *If I had one, would I be here?*

**DO YOU HAVE ANY PHYSICAL CONDITIONS THAT WOULD PROHIBIT YOU FROM LIFTING UP TO 50 lbs.?:** *Of what?*

**DO YOU HAVE A CAR?:** *I think the more appropriate question here would be 'Do you have a car that runs?'*

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**Mark**

Mark Sztanyo (Stăn'yō), 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 C&S, 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/>

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