

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*

Above aerial I shot over a Mid-West summer

Dear PCN,

## Group Section.....

### Mark's Remarks:

**Tokyo Woes:** Continued tragedy of historic proportions. Just watched 60 minutes report on destruction and it leaves you shaken. Read the human interest section of two accounts reported by a Delta Capt and UAL Capt. Both of their stories make you wince.

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**Errant email:** Some in the network may have received this, if so it was all by error:

From: JRho278886@aol.com <JRho278886@aol.com>  
Subject: Re: PCN - High Life 078 - NOW AVAILABLE!  
To: pilotcommunicationnet@googlegroups.com  
Date: Saturday, March 12, 2011, 8:14 PM

Mark;

What the heck is this? I can't access this!

7.8.68 = hire date

10.31.00 = retire date

0xxx07100 = ppr #

How do I sign onto / access this site?

Jim Rhoades \*(retired)

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**TV on my Phone or Laptop Worldwide:** Well, here is the latest. I just had DishNetwork replace my cable TV service as I was getting tired of my cable service. While the picture is great and options really nice for a better cost effectiveness than the cable, what I was most surprised with is the "TV Everywhere" feature. I carry a Droid, and that little goober now has a Dish app that when I downloaded it and installed it, will hook up with my Dish DVR and give me remote (on the road) access to my complete list of channels. I don't know how this is going to work in the real world but the thought of watching the Reds when in Shannon or Shenzhen, is appealing to me. I kidded with my hunting buddy that I now will be able to watch college football while awaiting mister whitetail. Oh, and one more, the Droid app, allows me to set, record and retrieve any program saved by my home DVR all for no premium cost. Now that is pretty cool!

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

## Is Delta Air Lines the Perfect Stock?

Dan Caplinger

March 14, 2011

Everyone would love to find the perfect stock. But will you ever really find a stock that gives you *everything* you could possibly want?

One thing's for sure: If you don't look, you'll never find truly great investments. So let's first take a look at what you'd want to see from a perfect stock, and then decide if **Delta Air Lines** (NYSE: [DAL](#)) fits the bill.

### The quest for perfection

When you're looking for great stocks, you have to do your due diligence. It's not enough to rely on a single measure, because a stock that looks great based on one factor may turn out to be horrible in other ways. The best stocks, however, excel in many different areas, which all come together to make up a very attractive picture.

Read More: <http://www.fool.com/investing/general/2011/03/14/is-delta-air-lines-the-perfect-stock.aspx>

*Editior: mmmmmm..... what is a perfect "10" to one man is a "1" to another. Consider this article when you have to keep or sell the pending stock distribution for many of us.*

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

# Meet the Cash Kings of Airlines

By [Jim Royal](#) | [More Articles](#)

March 18, 2011 | [Comments \(0\)](#)

As an investor, it pays to follow the cash. If you figure out how a company moves its money, you might eventually find some of that cash flowing into your pockets.

In this series, we'll highlight three big dogs in an industry, and compare their "cash king margins" over time, trying to determine which has the greatest likelihood of putting cash back in your pocket. After all, a company can pay dividends and buy back stock only after it's actually received cash -- not just when it books those accounting figments known as "profits."

## The cash king margin

Looking at a company's [cash flow statement](#) can help you determine whether its [free cash flow](#) actually backs up its reported profit. Companies that can create 10% or more free [cash flow](#) from their revenue can be powerful compounding machines for your portfolio.

To find the cash king [margin](#), divide the free cash flow from the cash flow statement by sales:

Cash king margin = Free cash flow / sales

Let's take **McDonald's** as an example. Over the last four quarters, the restaurateur generated \$6.0 billion in operating cash flow. It invested about \$1.9 billion in property, plant, and equipment. To calculate free cash flow, subtract McDonald's investment (\$1.9 billion) from its operating cash flow (\$6.0 billion). That leaves us with \$4.1 billion in free cash flow, which the company can save for future expenditures or distribute to shareholders.

Taking McDonald's sales of \$23.8 billion over the same period, we can figure that the company has a cash king margin of about 17% -- a nice high number. In other words, for every dollar of sales, McDonald's produces \$0.17 in free cash.

Read More: <http://www.fool.com/investing/general/2011/03/18/meet-the-cash-kings-of-airlines.aspx>

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## FAA, Airlines Track Japan Radiation Plume Over Pacific

By *Jonathan Tirone, Sonja Elmquist and John Hughes - Mar 17, 2011*

U.S. aviation regulators and airline meteorologists are monitoring the radiation plume drifting northeast from Japan's damaged nuclear reactors to ensure it doesn't threaten commercial jet routes.

The [Federal Aviation Administration](#) hasn't decided whether any action is needed beyond tracking the cloud, a spokeswoman, Laura Brown, said today in a telephone interview. [American Airlines](#) and [Delta Air Lines Inc. \(DAL\)](#) said their flights aren't going near any radioactive contamination.

"There's no problem in avoiding anything that is currently there," said Tim Smith, a spokesman for AMR Corp. (AMR)'s American in Fort Worth, Texas. "We're already flying in from west of this concern area anyway."

The plume is heading over the Pacific Ocean and contains radioactive barium and cesium emitted from the damaged Fukushima Dai-Ichi power plant, Austria's Meteorological and Geophysics Center said on its website. Particles may start moving northwest if winds shift as expected, according to the data center.

Read more: <http://www.bloomberg.com/news/2011-03-17/faa-airlines-monitor-japan-radiation-plume-drifting-over-pacific-ocean.html?cmpid=yhoo>

**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 "on or before" Mar 31, 2011 according Delta Docket) with letters by April 15, 2011. 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 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. *Action has continued 80% for Jan & Feb. Action expired and subsidy effective Mar 2011 is now 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.

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

**Pension:**

*Delta.....we are waiting! Final distribution said to occur by the 23rd. We'll see!*

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*Thanks to John for checking on the Retired page of the DeltaNet for the following. Considering the formula below I should expect a couple of thousand and Delta wipes their hands of me. At 224.9 shares per \$10,000 it was a woeful formula. At 39 shares per \$10,000 it is a kick in the you know where:*

**From:** [John Sciera](#)  
**Date:** 3/19/2011 8:01:43 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** Final Delta Distribution

See attached article from the Retiree section of Delta Net.

As I read it, we will receive 39 shares for each \$10,000 claim.  
The initial distribution was 224.9 shares for each \$10,000 claim.

Non-cash distributions to occur around March 23rd.

John

Feb. 7, 2011

## **Status of Bankruptcy Distributions**

Delta has received approval from the Bankruptcy Court to proceed with the final bankruptcy distribution to claimholders and close the bankruptcy cases for Delta and Comair. Final distribution to claimholders will be completed by March 31, 2011 with explanations mailed to recipients by April 15, 2011. Claimholders will be contacted if any additional information is required from them before the final distribution is made.

The final distribution in the Northwest bankruptcy proceedings is not yet scheduled because some claims are still in litigation outside the bankruptcy court. However, 99.5% of the total shares to be distributed from the Northwest proceedings have already been distributed, so there are very few shares remaining to be distributed from the reserve. We will not be able to distribute the remaining shares until the remaining claims are liquidated and then allowed in the Northwest bankruptcy proceedings.

## **Delta Final Bankruptcy Distribution**

March 18, 2011

On December 16, 2010 the Bankruptcy Court granted Delta's request for an Order for Final Decree closing Delta's Chapter 11 case.

Delta will make the final distribution of shares on Delta claims on or about March 23, 2011. Claimants participating in the final distribution will receive a letter from Delta during the week of March 21 providing information specific to their final claim distribution.

This final distribution represents full satisfaction of all pre-petition claims under the terms of the Plan.

Shares will be deposited into Fidelity accounts on March 23, 2011. If you have questions concerning access to the shares deposited in your Fidelity account, please contact Fidelity at 1-800 544 6666 for questions related to a Retiree or Survivor accounts or 800-544-0003 for questions related to Estate accounts.

**Checks for cash distributions will be mailed on March 23** to those who elected to receive cash in lieu of shares. Please allow 7 to 10 business days for the check to arrive.

Frequently Asked Questions (FAQ) and answers concerning the final bankruptcy distribution will be posted on Retiree Connection and updated as needed. Questions not addressed in the FAQs can be directed to the Delta Employee Service Center (ESC) at 1-800 MY DELTA (1-800-693-3582). The ESC is available Monday – Friday (except certain holidays) from 8 a.m. to 5 p.m. Eastern Time. Depending on call volume and to minimize your wait time, you may be given the option of leaving a message with the ESC.

Your call will be returned as soon as possible, but please allow up to 4 business days for your call to be returned. The contacts

provided in this communication are your only sources for information, as all other entities have completed their work on the bankruptcy settlement and are no longer available to answer questions.

As previously advised, the final distribution in the Northwest bankruptcy proceedings is not yet scheduled because some claims are still in litigation outside the bankruptcy court. However, 99.5% of the total shares to be distributed from the Northwest proceedings have already been distributed, so there are very few shares remaining to be distributed from the reserve. We will not be able to distribute the remaining shares until the remaining claims are liquidated and then allowed in the Northwest bankruptcy proceedings.

## FREQUENTLY ASKED QUESTIONS

### General Questions

What is this distribution for?

On December 16, 2010 the Bankruptcy Court granted Delta's request for an Order for Final Decree, closing Delta's Chapter 11 case. Delta will make the final distribution on allowed claims on or about March 23, 2011. The distribution represents your final distribution under the terms of the Plan of Reorganization (the "Plan") and are in full satisfaction of your pre-petition claim.

If I am to receive a stock distribution, when will the shares be available in my account?

**Shares will be available in your Fidelity Account® on or about March 23rd.**

If I am to receive a cash distribution, when will I receive the check?

The check will be mailed to you on or about March 23rd from Atlanta, GA, if you opted to receive a cash payment or were in an all cash class. Please allow 7 to 10 business days for the check to arrive. If you do not receive your check by April 6th, please contact the Delta Employee Service Center at 1-800 My Delta (1-800-693-3582).

What if my address has changed?

If your address has changed, it is very important to advise us of this change immediately by calling the Delta Employee Service Center (ESC) at 1-800 MY DELTA (1-800 693 3582). The ESC is available Monday – Friday from 8 A.M. to 5 P.M. Eastern Time. Tax Information - Detailed Tax Information Will Be Provided by the end of April.

I need more details to take to my tax advisor for next year. Will I receive more details around this payment?

This distribution will not impact your 2010 tax return. To assist in preparing your 2011 tax return and assist in addressing specific questions you may have regarding this final distribution, we will be providing you with additional detailed information by the end of April to include:

1. Individualized statement regarding information that will be included in your 2011 W-2 or 1099.
2. Delta will be submitting Social Security Administration form 131 to the SSA on your behalf. We will also be providing you a copy of your SSA form 131 for those that receive a W-2.
3. Delta will be providing the IRS Form 8935 (Airline Payment Report) to employees and retirees who are eligible to take advantage of a special provision in the law that permits certain bankruptcy related payments to be contributed to a Roth IRA. In order to take advantage of this provision, airline

employees and retirees must both have been a participant of a defined benefit retirement plan that was terminated or frozen and received a payment resulting from a bankruptcy claim, note or other fixed obligation approved by the bankruptcy court (an “Eligible Payment”).

How were tax withholdings determined?

Delta and the Internal Revenue Service agreed to apply the following federal income tax withholding flat-rates for Claimants. Rates very based on Claim size, and are not individually determined:

- I. for Claims less than \$2,000, a withholding rate of 10%,
- II. for Claims \$2,000 or greater but less than \$100,000, a withholding rate of 15%
- III. for Claims \$100,000 and greater, a withholding rate of 25%.

Additional state, local and FICA taxes (4.2% for Social Security and 1.45% for Medicare) were withheld, as applicable.

FICA was withheld from all 1114 medical claims (codes on your pay stub(s) may include CL5Qual, EQQUAL FICA was not withheld from non-qualified claim settlements for pilots that retired prior to September 1, 2005 (codes on your pay stub(s) may include CL5NQual, EQNQUAL)

If your allowed claim is related to the Delta Pilot Non-Qualified Settlement and you already paid taxes at the time you retired (i.e. you retired on or before September 1, 2005), your distribution was not subject to Social Security or Medicare withholding on this amount. If your allowed claim is related to medical benefits (“1114” claims) or other settlement, Social Security and Medicare taxes were withheld.

State and local taxes were withheld at the supplemental rate associated with your residence location. Consistent with previous practice, taxes were not withheld from survivor or estate disbursements: a 1099 form will be issued to survivors and estates.

For those who received Delta stock, the ultimate value you realize on account of your claim is based on the market price of Delta stock at the time of any sale.

Why am I taxed in a different state than the one in which I reside?

Cash distributions were treated for tax purposes as having been made in the resident state that was listed on your address for retirement checks.

I chose to pay my income tax withholding in cash, rather than have Delta withhold shares for me. How will that appear on my W-2?

The amount you sent to Delta for tax withholding will appear as taxes withheld on your W-2.

I am a survivor; will I receive a 1099-MISC form or a 1099R for this payout?

The bankruptcy distribution you received is properly reported on form 1099-MISC.

## **Social Security**

## **What is the SSA-131?**

The Social Security Administration (SSA) form SSA-131 is the Employer Report of Special Wage payments. Shortly, Delta will file forms on behalf of retirees who receive a final distribution in Delta's bankruptcy case to report the special payments so they do not impact the annual earnings test for Social Security purposes. A copy of the filed form will be mailed to you by April 30.

## **What should I do with the SSA-131?**

Delta has submitted this form to the national office of the SSA on your behalf. If you are concerned that your Social Security benefits will be affected by the distributions you received on account of Delta's bankruptcy, you can also send a copy of this form to your local SSA office.

## **Calculation and Distribution**

At one point earlier, I had received an estimate of what my claim amount would be. Why is there a difference between that estimate and the amount of actual cash or shares I received? There are one or more reasons for any differences. In some cases, the claim amounts in the original notice sent to you had to be adjusted based on the following:

Non-Qualified pension claims for retired pilots were adjusted to pay the allocated legal fees incurred by Miller and Martin LLC, DP3's attorneys, as provided in the court approved settlement.

Certain medical claims for ground and flight attendant retirees included a component to be calculated based on the date of Delta's emergence from bankruptcy.

This is not my Allowed claim amount. Where is the rest?

As in every bankruptcy, general unsecured claim values are only used to determine how many shares of new Delta stock you will receive. The amount of your claim is not the amount you will receive as a result of the bankruptcy distributions. The actual value of a creditor's recovery will depend on the market value of Delta's stock. Together, the initial and final distributions are in full satisfaction of your pre-petition claim. With this distribution, your claim has been satisfied in full through the bankruptcy process and there will be no further distributions on account of the above referenced claim.

My check does not match the amount of stock stated in my letter?

Please keep in mind that the net shares are deposited to your account after withholding an appropriate number of shares to pay required withholding taxes. You should have already received or you will shortly receive a check stub reflecting the associated dollar amounts of these withholdings. (If you have multiple claims, you will receive a separate letter for each claim and may receive more than one check stub).

## **How was my Final distribution calculated?**

As explained in the letter you received:

The Final distribution to Retiree creditors holding allowed general unsecured claims in the Delta bankruptcy case was approximately 39 shares per \$10,000 allowed claim amount. To roughly calculate your gross distribution, divide the claim amount by \$10,000 and then multiply the result by 39.

When combined with the Initial distribution of 224.9 shares per \$10,000 allowed claim amount, the total distributed for allowed general unsecured claims was approximately 263.9 shares per \$10,000 allowed claim amount. (Please note that these figures are for gross shares, prior to any applicable withholding for taxes, for claims below \$1M that received an initial distribution prior to February 2009).

Site Owner: Corporate Communications



Last Modified:

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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):

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

## Life Section...

**Misc Posts:**

**From:** [Charles Roedema](#)  
**Date:** 3/9/2011 4:17:49 PM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Letter Saying I'm Deceased

Mark,

I received a letter ***that I was dead.*** The letter says to send account info for my estate's brokerage firm. I have until March 11.

I tried calling 404-715-6756 numerous times. No one answers and the voice mailbox is full. Do we still have to fax back the other side of the form with our brokerage account number telling Delta where to send the stock? Any idea how such a big "screw-up" could happen?

I also faxed Lisa LeRoy and asked what to do. Included name, address, email address, and phone number. No response. That woman should be fired or replaced. Is she too embarrassed to talk to us?

Chuck Roedema  
Denton, TX  
940-387-3220

*Editor: Sorry for receiving the sad news but it seems to me you are very much alive. All I can say about your attempts to correct the error is that you are not alone and the powers that be surely are aware of this major goof up. Keep on it.*

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**From:** [Chuck Tully](#)  
**Date:** 3/10/2011 8:44:05 AM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** PCN newsletter

Mark,

I certainly hope that the guy who wrote that your error rate was unacceptable was trying to be funny. Whether he was doing so or not, please put me down as one who appreciates your efforts. I can see that it takes a lot of your time and I consider it to be a very worthwhile endeavor. You have taken Dave Roberts' efforts and brought them to the next level.

Chuck Tully  
Retired

## Human Interest:

Following 2 stories from a pilot's different perspectives. One on approach and one on layover. Very interesting.

From: Roger Craig <[rccraig9408@yahoo.com](mailto:rccraig9408@yahoo.com)>  
To: Roger Craig <[rccraig9408@yahoo.com](mailto:rccraig9408@yahoo.com)>  
Sent: Wed, Mar 16, 2011 9:29 pm  
Subject: [905thARS] Written by a Delta pilot on **approach to Tokyo during earthquake**

### A very good read.

I'm currently still in one piece, writing from my room in the Narita crew hotel. It's 8am. This is my inaugural trans-pacific trip as a brand new, recently checked out, international 767 Captain and it has been interesting, to say the least, so far. I've crossed the Atlantic three times so far so the ocean crossing procedures were familiar.

By the way, stunning scenery flying over the Aleutian Islands. Everything was going fine until 100 miles out from Tokyo and in the descent for arrival. The first indication of any trouble was that Japan air traffic control started putting everyone into holding patterns. At first we thought it was usual congestion on arrival. Then we got a company data link message advising about the earthquake, followed by another stating Narita airport was temporarily closed for inspection and expected to open shortly (the company is always so positive).

From our perspective things were obviously looking a little different. The Japanese controller's anxiety level seemed quite high and he said expect

"indefinite" holding time. No one would commit to a time frame on that so I got my copilot and relief pilot busy looking at divert stations and our fuel situation, which, after an ocean crossing is typically low.

It wasn't long, maybe ten minutes, before the first pilots started requesting diversions to other airports. Air Canada, American, United, etc. all reporting minimal fuel situations. I still had enough fuel for 1.5 to 2.0 hours of holding. Needless to say, the diverts started complicating the situation.

Japan air traffic control then announced Narita was closed indefinitely due to damage. Planes immediately started requesting arrivals into Haneada, near Tokyo, a half dozen JAL and western planes got clearance in that direction but then ATC announced Haenada had just closed. Uh oh! Now instead of just holding, we all had to start looking at more distant alternatives like Osaka, or Nagoya.

One bad thing about a large airliner is that you can't just be-pop into any little airport. We generally need lots of runway. With more planes piling in from both east and west, all needing a place to land and several now fuel critical ATC was getting over-whelmed. In the scramble, and without waiting for my fuel to get critical, I got my flight a clearance to head for Nagoya, fuel situation still okay. So far so good. A few minutes into heading that way, I was "ordered" by ATC to reverse course. Nagoya was saturated with traffic and unable to handle more planes (read- airport full). Ditto for Osaka.

With that statement, my situation went instantly from fuel okay, to fuel minimal considering we might have to divert a much farther distance. Multiply my situation by a dozen other aircraft all in the same boat, all making demands requests and threats to ATC for clearances somewhere. Air Canada and then someone else went to "emergency" fuel situation. Planes started to heading for air force bases. The nearest to Tokyo was Yokoda AFB. I threw my hat in the ring for that initially. The answer - Yokoda closed! no more space.

By now it was a three ring circus in the cockpit, my copilot on the radios, me flying and making decisions and the relief copilot buried in the air charts trying to figure out where to go that was within range while data link messages were flying back and forth between us and company dispatch in Atlanta. I picked Misawa AFB at the north end of Honshu island. We could get there with minimal fuel remaining. ATC was happy to get rid of us so we cleared out of the maelstrom of the Tokyo region. We heard ATC try to send planes toward Sendai, a small regional airport on the coast which was later the one I think that got flooded by a tsunami.

Atlanta dispatch then sent us a message asking if we could continue to Chitose airport on the Island of Hokkaido, north of Honshu. Other Delta planes were heading that way. More scrambling in the cockpit - check weather, check charts, check fuel, okay. We could still make it and not be going into a fuel critical situation ... if we had no other fuel delays. As we approached Misawa we got clearance to continue to Chitose. Critical decision thought process. Let's see - trying to help company - plane overflies perfectly good divert airport for one farther away...wonder how that will look in the safety report, if anything goes wrong.

Suddenly ATC comes up and gives us a vector to a fix well short of Chitose and tells us to standby for holding instructions. Nightmare realized. Situation rapidly deteriorating. After initially holding near Tokyo, starting a divert to Nagoya, reversing course back to Tokyo then to re-diverting north toward Misawa, all that happy fuel reserve that I had was vaporizing fast. My subsequent conversation, paraphrased of course...., went something like this:

"Sapporo Control - Delta XX requesting immediate clearance direct to Chitose, minimum fuel, unable hold."

"Negative Ghost-Rider, the Pattern is full" <<< top gun quote <<<

"Sapporo Control - make that - Delta XX declaring emergency, low fuel, proceeding direct Chitose"

"Roger Delta XX, understood, you are cleared direct to Chitose, contact Chitose approach....etc...."

Enough was enough, I had decided to preempt actually running critically low on fuel while in another indefinite holding pattern, especially after bypassing Misawa, and played my last ace...declaring an emergency. The problem with that is now I have a bit of company paperwork to do but what the heck.

As it was - landed Chitose, safe, with at least 30 minutes of fuel remaining before reaching a "true" fuel emergency situation. That's always a good feeling, being safe. They taxied us off to some remote parking area where we shut down and watched a half dozen or more other airplanes come streaming in. In the end, Delta had two 747s, my 767 and another 767 and a 777 all on the ramp at Chitose. We saw two American airlines planes, a United and two Air Canada as well. Not to mention several extra Al Nippon and Japan Air Lines planes.

Post-script - 9 hours later, Japan air lines finally got around to getting a boarding ladder to the plane where we were able to get off and clear customs. - that however, is another interesting story.

By the way - while writing this - I have felt four additional tremors that shook the hotel slightly - all in 45 minutes.

Cheers,

J.D.

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**From:** [Roger Lewis](#)

**Date:** 3/17/2011 10:02:11 PM

**To:** [DFW Bum Group X](#); [DFW Bum Group Y](#)

**Subject:** FW: United and Delta reports flying in to Japan's earthquake

**Subject:** United and Delta reports flying in to Japan's earthquake

## Japan update from a United Captain ...

Hello all. First of all, I'm OK. (I know you've heard that one before....) I was in Tokyo for "the big one". Here's a bit of narrative and thoughts I have written down during the last day and a half. It's a bit long. Most of it written starting a few hours after the quake, but is a continuing journal also.

March 11, 2011, I am just finishing up my 24 hour layover in Tokyo, Japan. The trip from Los Angeles was pretty much uneventful, as is the layover. I am freshly showered, and just finishing dressing and packing my bags for the next leg of my trip to Singapore. I am just starting to put my socks and shoes on, and will be ready for the hour taxi ride back to Narita Airport. Just another exhausting all night flight to look forward to.

The taxi pickup time is 3:10 in the afternoon, which is 10:10 at night Los Angeles time. At just a couple minutes prior to 3:00 o'clock, it hit. Not very strong at first, but strong enough that I know exactly what it is. An earthquake. Now, Japan just had a pretty strong 7.2 quake a week or so ago, so it's probably just an aftershock. I've been through 4 or 5 strong quakes in Los Angeles during my life, so my initial reaction is to just keep getting ready to check out. No big deal.

This quake seems different though. I'm no expert, but this one is starting to worry me. I'm on the 17th floor of a 37 story hotel, and things are starting to get interesting. One, this quake is getting stronger. And two, it's not going away. It's lasting longer than any I have been in. I'm starting to get a bit worried, because it's going on and on, and getting stronger and stronger. It goes on for seconds, on into minutes.

I figure I better start to take this one seriously and make plans to bug out of here. Actually, not much planning at all, I decide to get the hell out and rush to get my shoes and socks on. I stand up and find out I can't stand. The building is rocking so hard I fall back down on the bed. I get up and start to run to the door, and figure I better take some provisions with me. So I turn around and head back to grab my bags that have some food bars and water already packed in them. If I'm going to be stuck out on the street, I want to have as many provisions as I can carry. Maybe a dumb idea, but maybe not.

As I try to gather up all my stuff, I notice how bad this earthquake really is. The room is creaking and moaning, cupboards are rattling, drawers are sliding, and I am falling down. This is really a bad one. I look out the window and can't believe my eyes. Another building across the street, maybe about 150 feet away, and another one beyond that, probably another 100 or 150 feet are moving. Really swaying. I mean REALLY swaying. I can see them moving 5 or 10 feet back and forth. The perspective is something that only Hollywood could produce. Massive buildings rocking back and forth.

Up to this point I wasn't really scared, that is till I see those buildings moving. That sight brings a new reality to the situation. Now, I actually think that this might be my last moments on earth. I am in a tall building that is rocking and rolling, and as far as I'm concerned, is acting like it will fall down any second. The quake has been going on not for just seconds, but for minutes, and seems like hours. Now my mind is racing. I am starting to second guess every thought I have. Do I stay? Do I go? Do I leave everything? Do I take everything? What do I do? Where do I go?

My heart is racing, my adrenalin is pumping, and my legs seem to be getting weaker. This quake rocks on for about four minutes. FOUR MINUTES! That's an eternity.

I make my decision and go for it. I grab my two bags and head out. My room is right next to a fire escape, and that's where I head. I break the plastic lock cover off the door and try to open it. The lock won't turn. I try harder. It finally turns and I get it unlocked. I try to open the door and it won't open. The doorknob turns, but the door is wedged shut. I take a step back and put my shoulder into it. It finally pops open with a thud. I'm out on the balcony and head for the stairway door, but it's hard to open as well. I finally get it open, and grab my bags to head down.

The second I start down, a hotel employee yells at me to come back. He tells me to go with him. So, I turn around and head back down the hallway, past my room, and into the employee section and stairwell. I start down. Carrying my bags is hard enough, but down stairs is harder, and down 17 flights is really hard. The employee is staying with me though, and offering to carry my bags. But I persevere and

continue down, down, down till I finally come out in the lobby level. I'm sweating, winded, and still a bit scared.

Well, I feel safer now, being out of that building. Well not all the way out, but in the lobby at least. I meet with my co-pilot and some other United crews. There are a lot of people all milling around now. We are supposed to go to the airport, but nobody really knows for sure. Our taxi is here and ready, but I get hold of a phone and call United to see if they have a plan. Of course not. Well, it has only been 10 or 15 minutes since the quake and.... Oh shit, As I'm talking to the duty manager, an aftershock hits. A big one. I run out to the front of the hotel to get in the clear.

But in the middle of a big city downtown, there is no clear. I can certainly see sky, but on the other hand I can see more buildings than sky. If one of those suckers decides to fall down, there is really no place to go.

It's not long, and we find out that the highway is closed, the airport is evacuated, and then closed. We really have no place to go, so, we stay. We still have water and electricity, so we are not as bad off as those poor people up to the north.

The rest of my day involves sitting in the hotel, on my computer trying to find out information, and riding out aftershocks. I eventually get another room on the 14th floor, which doesn't make me very happy, and again ride out aftershocks all night long. Many, many aftershocks. I don't sleep all night. My legs are still weak. My hands are still shaking.

Airports closed. Trains and subways stopped. Oil refineries on fire. Eleven nuclear plants shut down. Hi-ways closed.

Now I hear a nuclear plant not far away is losing its cooling water, and a radiation leak is expected. The area is being evacuated.

I turn the TV off, turn the lights off and try to get some sleep, but it's futile. The aftershocks are virtually continuous. They are not real strong, but go on and on and on. I timed a couple of them. One lasted 12 minutes, and another 9 minutes. There are a few moments of inactivity, but for the most part, it's still rock and roll.

One reason for no sleep is the constant creaking in the floors, walls and ceiling. It's amazing, even the slightest movement starts a constant crescendo of creaking. There is just no chance of sleeping, or even relaxing. My adrenalin I think has been pumping for 14 hours now. I'm weak, and shaky. I really gave my legs a workout coming down all those stairs too. They are pretty sore.

The news on the TV is just devastating. The quake was pretty bad, but the real damage seems to be coming from the tsunami. On top of that, there are a lot of fires breaking out too. This is one of those natural disasters of epic proportion. And here I am, smack dab in the middle of it. Crap.

I phone United in hopes that they have a plan for us. Well, they do, and it's not what I expect. They have us rescheduled to continue on our original schedule, just a day later. What? They are not getting us home? I can't believe it. Well, maybe I can.

But from my perspective, It's nuts to send us on. I have had about 10 hours sleep in the last 48 hours, with virtually no chance of getting any more. The building is just too noisy and moves too much to get any sleep. I talked to Mark, and he's pretty much the same. So I'll have about a day's worth of sleep in 3 days. That's just nuts. What the hell are they thinking?

But stiff upper lip and all that. Damn the torpedoes, and carry on. What a mess.

We eventually make it down to Singapore, a day late. I pass out once I hit the bed, but only sleep 5 hours. That makes about 20 hours of sleep in the last 85 or so. Mark and I are both exhausted. At least the hotel room isn't swaying, although while laying in bed it seems like it is. Funny what your mind does to you.

It's been 48 hours since the quake now, and I just pulled up my schedule. It shows us heading back to Narita (Tokyo) tomorrow morning. I haven't talked to anyone at United, but from what I see on the news, I'm thinking that is not such a great idea. Food shortages and power outages in Tokyo, not to mention at least two, and now maybe three nuclear plants in jeopardy of major damage and meltdowns.

I've had enough radiation exposure over the last year with all the CT scans I've had, I don't want to fly through a radiation cloud and come home glowing green or growing a third eyeball in my forehead. I'll talk to the co-pilot and we will make a decision before the morning flight. It will be a tough one.

My immediate plans for the rest of the day is to get a good meal, and a good nights sleep. I hope.

That's about it from the war front. I guess I should ask that you don't reply, at least for a while. I'm behind enough on my emails just being away from home for a week, not even counting all this mess. Hopefully I'll make it home soon. Thanks for all your prayers, thoughts and support.

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

**From:** [JON J MAYNARD](#)

**Date:** 3/12/2011 10:02:04 PM

**To:** [Janet Mangini](#)

**Cc:** [Mark Sztanyo](#)

**Subject:** A Pilot's Memoirs - From The Ground Up

Yellowbird Captain Nicholas Gravino, Jr. retired NE/DL has written another book, **A Pilot's Memoirs - From The Ground Up**. Since many of Flown with or know Captain Gravino, you might want to pick up his book. You will probably be reading about people you know personally and circumstances that you are familiar with.

JJ Maynard

FOR IMMEDIATE RELEASE Contact: Captain Nicholas Gravino Jr.  
7830 Woodsmuir Dr. W. Palm Beach, FL 33412 (phone); 561-776-5922);  
[nicholasgravino@att.net](mailto:nicholasgravino@att.net)

### **A Pilot's Memoirs - From the Ground Up**

by Retired Delta Airlines Captain Nicholas Gravino Jr.

Memoir takes readers into the inner sanctum of the cockpit for aviation exploits, an intimate look at pilot fatigue, and a bird's-eye view of some of the world's most stunning air disasters and controversial aviation-related issues This book is not just about Captain Nicholas Gravino's career. In essence it is far more than that. It's about courage, persistence, stamina and values, the core for success in any endeavor. Captain Gravino will take you back to a time when life was in effect gentler and felt warmer, even though it starts during the period of WWII. Those who survived experienced one of the most optimistic times in world history and the beginning of aviation as we know it today. Open minds were offered opportunity like never before, and those who had the vision and strength grabbed it with both hands. This is the story of one of the special individuals who did just that ...  
~ James van Etten, Executive Editor, The London Morning Paper Group, London, England

Nicholas Gravino Jr.'s newly released book A Pilot's Memoirs - From the Ground Up is in essence a love story. The child who at age three became enamored with aviation at the New York World's Fair in 1939 remains, sixty-eight years later, captivated by the airline industry.

In A Pilot's Memoirs, Captain Gravino recalls how he worked in every conceivable position imaginable in the budding industry before finally attending flight school and earning his wings. From the birth of his aviation career as an enlisted man in the U.S. Navy as a trained meteorologist to the years he spent as a passenger gate supervisor and air traffic controller to finally realizing his dream of becoming an airline pilot, A Pilot's Memoirs is the detailed recollection of a career that required skills "far beyond those of mortal men."

As A Pilot's Memoirs makes poignantly clear, Captain Gravino devoted himself to his life's work. For this unique individual, it is no cliche to say the sky was truly the limit: before he retired as an international captain with more than 23,000 hours of incident-free flying, he had flown the equivalent of from the earth to the moon and back 23.5 times! No doubt readers should fasten their seatbelts. As he says, "A Pilot's Memoirs takes you from the simplicity of a Piper J-3 Cub to the state-of-the-art complexity of a Boeing 767 ER (Extended Range) to some of the most highly controversial issues associated with the aviation world."

Captain Gravino's first-hand account of a life spent flying includes on-board encounters with celebrities, a comparison of airport security procedures in various countries, his own in-flight collisions with birds reminiscent of Captain Chesley Sullenberger's unforgettable encounter above the Hudson River, and a great deal more that brings aviation, in all its glory and controversy, fully to life. Thomas Hoving, former director of the Museum of Art in New York and also a pilot, comments, "You write so crisply and cleanly. I kept reading and reading late into the night. I was so taken by your stories. Thanks very, very much for letting me know about this truly fine accomplishment."

A Pilot's Memoirs - From the Ground Up is available at [www.amazon.com](http://www.amazon.com), Ingram Publishing, And [www.barnsandnoble.com](http://www.barnsandnoble.com), Lightning Source, Border's Book Stores, Flight Safety International, Vero Beach Book Center, Target, C.J. Cannon's, and Piper Aircraft in Vero Beach, FL.

# # #

A Pilot's Memoirs - From the Ground Up by Captain Nicholas Gravino Jr., Nonfiction; Soft cover; \$14.95; ISBN: 978-0-615-24099-2

## 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.](#)

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

**Date:** 3/14/2011 10:12:18 AM

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

**Subject:** March Madness in the Museum Store

## **March Madness in the Museum Store includes:**

- Flying D Branded Martini Glasses-\$6.00 each.
- Toddler and Youth Jumpers and Shorts-\$15.00 each (size 4T and 5/6 only).
- Uniset Fun Flyer Sets-\$6.00 each.
- PGA Moisture-wicking Golf Shirts-\$35.00 each (sizes are limited).
- Red Spirit of Delta Tote Bag-\$4.50 each.
- New posters and images available for purchase both outside and inside the store.
- Lots of other great surprises that you will just have to come see to believe.

**The Museum Store is located in Historic Hangar 1 at Delta's General Office complex and is open Monday-Thursday, 9a-4p.**

**Hope to see you soon,  
Judy**

Judy Bean | Heritage Museum Store Manager | 404-773-1219 | [Judy.M.Bean@Delta.com](mailto:Judy.M.Bean@Delta.com)

+++++

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

**Date:** 3/15/2011 10:41:04 AM

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

**Subject:** **Vendors need for Spring Fling** Under the Wings on April 14th.

The Delta Air Transport Heritage Museum is hosting the first ever Spring Fling Under the Wings on Thursday, April 14<sup>th</sup>, from 9a-4p in Historic Hangar 2.

We have a few spaces remaining for Delta employees, retirees and family members who wish to participate. **The general public cannot be vendors.**

**Please read the following carefully –**

- Table rental is \$40 for an 8' table/space. There is an additional fee of \$5.00 for access to electricity.
- All participants are required to donate an item for our silent auction held at the time of the sale.
- There is a limit of 1 vendor per commercial product.
- The sale of counterfeit goods, alcohol, and firearms is strictly prohibited.
- If you reply that you are interested, I will email you a contract.
- If you wish to participate, please indicate the type merchandise you sell.

If interested, **please respond by Friday, April 1<sup>st</sup>, by contacting Museum Store Manager Judy Bean at [judy.m.bean@delta.com](mailto:judy.m.bean@delta.com) or (404) 773-1219.**

Judy

Judy Bean | Heritage Museum Store Manager | 404-773-1219 | [Judy.M.Bean@Delta.com](mailto:Judy.M.Bean@Delta.com)

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 your promo in [PCN Ads](#).

netTalk - ANY EXPERIENCE WITH IT? While I am in the cutting mood, (just cut the cable on my TV) I am thinking about ditching my home phone hardline. I have some experience with VOIP and it isn't terrible. Anybody got something to share about their experience with netTalk? Thanks, Mark

Hangar Flying (Share a bit of ole hangar flying with the net. Need a sim buddy? Use PCN for request) :

Political (food for thought):

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

Okay this one is **sober** and it **is religious**. A friend sent it to me and I thought it clever. **If you do not like matters of faith, be forewarned about the content.** If you are interested, you will enjoy this whole video all the way to the end. Mark

**From:** [James.Adams@rrd.com](mailto:James.Adams@rrd.com)  
**Date:** 3/15/2011 8:02:08 AM  
**Subject:** Awesome video illustration

Check it all the way through - pretty cool.

[http://www.youtube.com/watch?v=jgFU5Ak88-k&feature=player\\_embedded](http://www.youtube.com/watch?v=jgFU5Ak88-k&feature=player_embedded)

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**From:** [Earl Wycoff](#)  
**Date:** 3/15/2011 11:06:29 PM  
**To:** [Mark](#)  
**Subject:** You Need a laugh (Don't we all always!)

A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, "I'm sorry, sir, only one carrion allowed per passenger."

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## Ski trip gone bad!

A few friends were on a holiday ski trip. While on the ski-lift on the way up, One of the women in the group complained to her husband that she was in dire need of a restroom. He told her not to worry that he was sure there was relief waiting at the top of the lift in the form of a powder room for female skiers in distress. He was wrong, of course, and the pain did not go away.

If you've ever had nature hit its panic button in you, then you know that a temperature of 12 below zero doesn't help matters. So, with time running out, the woman weighed her options.

Her husband, picking up on the intensity of her pain, suggested that since she was wearing an all white ski outfit, she should go off in the woods. No one would even notice, he assured her. The white will provide more than adequate camouflage. So she headed for the tree line, began disrobing and proceeded to do her thing.

If you've ever parked on the side of a slope, then you know there is a right way and a wrong way to set your skis so you don't move.

Yup, you got it. She had them positioned the wrong way. Steep slopes are not forgiving, even during embarrassing moments. Without warning, the woman found herself skiing backward, out of control, racing through the trees, somehow missing all of them and onto another slope. Her derriere and her reverse side were still bare, her pants down around her knees and she was picking up speed all the while. She continued on backwards, totally out of control, creating an unusual vista for the other skiers.

The woman skied, if you define that verb loosely, back under the lift and finally collided violently with a pylon. The bad news was that she broke her arm and was unable to pull up her ski pants.

At long last her husband arrived, putting an end to her embarrassing show, then went to the base of the mountain and summoned the ski patrol, who transported her to a hospital.

In the emergency room she was regrouping when a man with an obviously broken leg was put in the bed next to hers.

"So how'd you break your leg?" she asked, making small talk.

"It was the darndest thing you ever saw," he said, "I was riding up this ski lift and suddenly I couldn't believe my eyes. There was this crazy woman skiing backward out of control down the mountain with her bare bottom hanging out of her clothes and her pants down around her knees. I leaned over to get a better look and I guess I didn't realize how far I'd moved. I fell out of the lift.

"So how'd you break your arm?" he asked.

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## Mark

Mark Sztanyo (Stān'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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