

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!*

Above shot by anonymous.

Dear PCN (of over 2500 subscribing members),

Group Section.....

Mark's Remarks:

Recent logins with the DeltaNet I have found that my earlier link experience has been restricted. I no longer can pull down the main menu tabs at the top left. If this restriction is universal than a lot of what the DeltaNet offers for retirees may no longer be available. Check it out and let me know.

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On May 21st we became a grandparent for the 6th time with the birth of Elaina Ruth Sztanyo. She is gorgeous and we are proud. Check out our first look:

<https://picasaweb.google.com/markosztanyo/Elaina?authkey=Gv1sRgCOzpjMOZg6SPFg&feat=directlink>

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PCN Ads – up and running!

For all of you who have an item, service or offer to promote Ad packages as follows:

FREE listings - \$0 for 45 days.

Jobs offered, jobs wanted, Pets, items Wanted. Runs 45 days, includes images.

Basic Listing - \$5 for 60 days with multiple images.

Silver - \$10 for 120 days with multiple images.

Gold - \$25 for one year with multiple images.

Platinum - \$50 for 3 years with multiple images.

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; just register and submit and get your item, thing wanted, service or house, posted. Its just that easy!

[PCN Ads](#)

Note: PCN Ads was developed to give our group and outlet to advertise in front of our exclusive and numerous members along with searchable on the www, and by so doing keeps our newsletter free from any profit or commercial link.

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Tools for our members:

PCN Main Website: <http://pcn.homestead.com/home01.html>

PCN Google Group archives: <http://groups.google.com/group/PilotCommunicationNet>

PCN Ads – <http://pilotcommunication.net/Ads/>

PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>

PCN Calendar - <http://pcn.homestead.com/Calendar.html>

PCN specific emails: misc@pilotcommunication.net

pcn.calendar@gmail.com

signup@pilotcommunication.net

illness@pilotcommunication.net

death@pilotcommunication.net

ads@pilotcommunication.net

mark@pilotcommunication.net

News Section.....

Delta's Management Is Creating Value

Dan Dzombak
May 22, 2011

"I think I've been in the top 5% of my age cohort all my life in understanding the power of incentives, and all my life I've underestimated it," Warren Buffett's business partner, Charlie Munger, once said. "And never a year passes but I get some surprise that pushes my limit a little farther."

For corporate boards, using bad incentives for management pay can be disastrous. ([Think Lehman Brothers](#).) Incentives based on singular metrics such as revenue growth, EBITDA, return on equity, or earnings per share are easily manipulated and gamed. Fortunately, [EVA momentum](#) provides a better alternative.

Creator Bennett Stewart of [EVA Dimensions](#), who also co-created EVA ([Economic Value Added](#)), calls EVA momentum "the only percent metric where more is always better than less. It always increases when managers do things that make economic sense."

So what does this mean for investors? A positive reading on EVA momentum means a company has created value by increasing its EVA, and a negative EVA momentum means EVA has decreased and less value is being created. EVA momentum is one of the few performance measurements, if not the only one, with such a clear dividing line between good and bad performance.

Read More: <http://www.fool.com/investing/general/2011/05/22/deltas-management-is-creating-value.aspx>

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Delta to Trim Capacity Further

Zacks Equity Research, On Friday May 20, 2011, 2:15 pm EDT

Delta Air Lines Inc. (NYSE: [DAL](#) - [News](#)), the second largest U.S. airline, is cutting more capacity to cope with persistently rising fuel prices and changing air travel demand conditions.

Delta plans to trim its capacity by 4% post Labor Day in markets where fare hikes are unable to deal with higher fuel prices. The company expects to cut 3% of domestic capacity, including a 25% reduction in departure at its Memphis hub and 140 aircraft reduction.

In Atlanta, the company plans to cut capacity by 12%, in Latin America by 4% and in the Pacific by 3%. Further, with its trans-Atlantic joint venture partners — Air France KLM and Alitalia — capacity between Europe, the U.S. and Canada will be reduced by 7–9%.

The company also plans to reduce maintenance and other non-fuel costs, as well as accelerate retirement of less fuel-efficient planes.

Delta Air Lines continues to invest in the existing domestic mainline fleet by installing winglets to increase fuel efficiency and by expanding the First Class cabin to more fleets. In the international transoceanic aircraft, the company is installing full flat-bed seats in BusinessElite and adding in-seat audio and video in all cabins. Delta is further investing to add First Class to 70 and 76 seat regional jets in its regional aircraft.

Read more: <http://finance.yahoo.com/news/Delta-to-Trim-Capacity-zacks-1051559288.html?x=0&.v=1>

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May 18, 2011

Delta-Northwest Merger's Long and Complex Path

By [JAD MOUAWAD](#)

ATLANTA — How many chimes should pilots ring to signal the plane is about to land — two or four? Should flight attendants first pour drinks into a cup or just hand over the can?

Airline mergers are complex and tough to pull off — witness the troubled marriage of People Express and Continental Airlines in the 1980s or the continuing problems in integrating America West and US Airways six years after their merger. So when [Delta Air Lines](#) acquired [Northwest](#) three years ago, executives knew they would have to resolve major labor, technology and financial issues.

What they had not fully anticipated were the thousands of tiny details that go mostly unnoticed by passengers but can make the difference between a successful merger and a failed one.

All airlines have their own way of doing things, developed over time and through labor negotiations. All have specific working rules, flying procedures, maintenance schedules and computer programs. And all have their own cultures. Delta always thought of itself as the gracious host. Hence its flight attendants poured the requested drinks. Northwest was the practical carrier; its attendants just handed over the can.

“It was like Noah’s ark out here,” said Peter Wilander, an executive at Delta responsible for in-flight services. “We had two of everything.”

Read more: <http://www.nytimes.com/2011/05/19/business/19air.html?partner=yahoofinance>

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

'Sully' Sullenberger taking to the air at CBS News

'Sully' Sullenberger taking to the air for CBS News as Aviation and Safety Expert

On Friday May 20, 2011, 9:05 am EDT

NEW YORK (AP) -- The pilot who safely brought down that plane in the Hudson River has landed at CBS News.

The network announced Thursday that Captain Chesley Sullenberger III, also known as Sully, has been named as Aviation and Safety Expert.

In his new role, Sullenberger will provide analysis of aviation safety, contributing to all CBS News broadcasts and platforms.

CBS News president David Rhodes said, "Sully is a genuine hero."

It was on Jan. 15, 2009, that Sullenberger and his crew safely guided US Airways Flight 1549 to an emergency water landing in New York's frigid Hudson River. His quick response to the loss of two of the plane's engines saved the lives of all 155 people aboard.

Read more: <http://finance.yahoo.com/news/Sully-Sullenberger-taking-to-apf-4238386843.html?x=0&.v=1>

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~~ – distributed at or around Mar 23, 2011.
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, July 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:

Legal Brief -not re-printed

An Update from the DP3 Attorneys
May 16, 2011

We have asked our attorneys to provide you with an update as to the status of DP3's consolidated appeal, and give you a sense of what to expect in the coming months.

We intend to bring you regular updates from our attorneys as the appeal case progresses.

Thank you for your continued support.

The following information was written by DP3's attorneys, for distribution solely to those individuals who intend to participate in the DP3 Consolidated Appeal, and as such is an attorney-client communication, subject to legal privilege and protections afforded to attorney work product and attorney client communications. The information is intended solely for the individual or entity to whom it is addressed and access by anyone else is unauthorized. If you are not a current DP3 Honor Roll member who has indicated their desire to participate in the Consolidated Appeal, your receipt of this communication is unauthorized. Furthermore, this communication is not to be distributed to anyone else. Any disclosure, copying, distribution, or use of the contents of this information is prohibited and may be unlawful. If you have received this

electronic transmission in error, please reply immediately to the sender that you have received the message in error, and delete it. Thank you.

Will Buergey
Chairman, DP3

Editor: if you didn't receive and read the legal team's brief and you are a DP3 member, since the brief will not be re-printed in the HL, I encourage you to email the DP3 and have them re-send the brief to you. contactus@dp3.org

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From: [Dick Deeds](#)
Date: 05/21/11 13:49:50
To: [undisclosed-recipients:](#)
Subject: Tynan Letter to Collins

May 20, 2011

Mr. Christopher Collins
Director, H. R. Service Directory
Delta Air Lines
Department 216
P. O. Box 20706
Atlanta, Georgia 30320-6001

Dear Mr. Collins:

As a former Chairman of the Western Airlines Master Executive Council (ALPA) and a concerned retiree, I wrote you on March 25, 2011, certified mail, return receipt, regarding Delta's final distribution with respect to the pilot's 1114 settlement and Delta's erroneous tax withholding practices.

The pilots are not satisfied with the calculated amounts owed to them as a result of the cancelled medical coverage benefits. I, along with most pilots, do not understand the process employed by the corporation in order to calculate individual distributions in lieu of the benefit premium value. Further, there are a number of corporate assumptions that required direct and honest responses in order to properly and individually evaluate the credibility of the information that you forwarded to me and the pilots in your letters dated March 21, 2011, April 21, 2011, and April 25, 2011.

For example, on page one of your "Questions & Answers" attachment you address the question of withholding by stating ..."Tax withholding...was made consistent with withholding in the initial distribution." What you fail to state is that a number of retirees have challenged the withholding calculated in the initial distribution and prevailed over Delta, as the Internal Revenue Service has determined the distribution should not be classified as "Wages". Therefore, your statement is grossly incomplete and just plain wrong.

Further, you state the withholding rate for claims greater than \$2,000, but less than \$100,000 is 15%. Yet you withheld 191.84 shares for tax purposes from a total distribution of 515.00 shares at a rate of 37.25%. Another incorrect statement whose error is initially costing me \$1,045.90.

It has been reported that the 1st distribution was 44.5% of the total owed to the pilots. Is this a correct statement? If so I am owed an additional \$69,132.94 of which \$1918.00 was withheld from the most

recent distribution. If the above percentage is in error, then what % of the total owed was initially distributed?

For those of us who are the parents of developmentally disabled children and whose child was covered since birth by the Pilots Medical Insurance Program, we find our daughter was totally left out of the 1114 Settlement process. Was this a result of omission or commission? What can be done to rectify this most unfortunate and unfair decision?

As you can surmise by reading the previous paragraphs, no one from Delta has extended the courtesy of a detailed explanation to the retired folks concerning the specifics of the Pilots 1114 settlement. For example:

- Was the gross distribution designed to replace the monthly premium cost of individual medical insurance plans?
- Was the gross distribution designed to fund premium payments to a specific age? The most commonly mentioned are 88 years and 105 years
- What process was employed to transfer the fair dollar value of premium payments in to shares of stock, if any?
- As previously stated Delta's tax withholding practices are simply wrong. Delta's own payroll account dated 03/24/2011 lists the distribution as "Taxable Wages". I retired November 1, 1996 and will along with my fellow pilot retirees will encounter another extended expense for tax preparation services because of Delta's error. Perhaps Delta should "man-up" and pay those accountant fees.
- It has been reported that the withholding practices mentioned above were employed in large part to provide Delta with a medical expense write-off equal to the \$ (dollar) value of the total distribution. If so, I do not have the desire nor the means to assist Delta pay its corporate taxes.
- The difference in the dollar value of the stock from the initial to the final distribution varied greatly from \$23.00 to \$10.00. The retirees should not be forced to absorb these losses. Rather those losses should be absorbed by those who hold the fiduciary stewardship of Delta Air Lines.
- I have yet to speak to a live body at Delta who is able to articulate clearly the purposes and provisions of the Pilots 1114 settlement.

Perhaps this letter will provide the impetus required to clearly and honestly explain the settlement, omitting all the common verbal avoidance tactics that are replete in much of today's correspondence. Further, legalese avoidance lingo which commonly hides the truth from not only the writer, but also the recipients of your tailored information is far too familiar in today's corporation's written endeavors. An honest ,fair, and transparent response would be most appreciated.

On behalf of the Western Airlines Silver Chiefs, I thank you and look forward to your kind and comprehensive reply.

Sincerely,

Martin F. Tynan
Captain, Retired
2333 Chelsea Road
Palos Verdes Estates,
California 90274

CC: The Honorable Dana Rohrabacher
Member of Congress

Richard Anderson, CEO
Delta Air Lines

Capt. Lee Moak, President
ALPA

Capt. Tim O'Malley, Chairman
Delta MEC

Pilots Information Network

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):

From: cquilter2@cox.net

Date: 5/16/2011 2:36:40 PM

To: mark@pilotcommunication.net

Subject: eZED Note - Must Use Internet Explorer to Access

Hi Mark,

As a frequent traveler across the pond, I was very happy to see the eZED program get implemented: No more tedious trips to a far-away Delta ticket counter to buy multiple tickets for connections on other airlines! Nor bothering harried and harassed agents who are not familiar with non-rev tickets on other airlines! So far, we've traveled on Air France, Lufthansa, and FlyNiki (Austria) using eZED. All went seamlessly and without complication... However, there is ONE GLITCH that future eZED users should be aware of:

After multiple attempts to get access to the myidtravel.com fruitlessly using my normal Firefox browser, I gave up and called the help line. They were baffled too until someone discovered that **YOU MUST USE INTERNET EXPLORER** to access Travelnet and then from within that, on to myidtravel.com. I've never been a particular fan of Microsoft IE, but fortunately I still had it on my venerable Windows XP PC. Much to my surprise, it loaded and worked without any smoke emitting from the CPU. After that, it all went fine. The website is fairly intuitive, and judging by the number of airlines listed on it, we may soon get access to even more eZED carriers. Provided you have access to a printer, this capability will be invaluable to anyone trying to travel to or from a non-Delta airport. This is especially true when one is trying to come home only to discover that the "wide-open" flight

you were planning to use all of a sudden got seriously overbooked, and you now have to reroute via Elbonia to another airport served by Delta.

Wishing all Happy eZED-ing,
Charlie Quilter
LAX 767 Ret

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From: Yorkieatl@aol.com
Date: 5/17/2011 4:30:42 PM
To: Yorkieatl@aol.com
Subject: Fwd: Jetiquette' campaign takes off for nonrev travel

From: jjmaynard@usa.net
To: jjmaynard78@gmail.com
Sent: 5/17/2011 4:13:00 P.M. Eastern Daylight Time
Subj: Jetiquette' campaign takes off for nonrev travel
May 17, 2011

As the peak summer travel season gets under way, Delta is launching a new initiative this week called “Jetiquette” to remind and educate nonrev travelers about the appropriate dress and demeanor when flying. All of the Jetiquette materials are available on the Pass Travel site on DeltaNet as well as on Delta’s Extranet site so buddy pass riders can access it.

The Jetiquette initiative takes a humorous approach to a serious subject: projecting a positive image when traveling as a nonrev.

“Since the behavior and appearance of pass riders has a direct impact on the operation, it’s important that we remind our pass riders - especially buddies - of our expectations when they travel as a nonrevenue passenger on Delta,” said Mike Campbell, e.v.p.-Human Resources and Labor Relations, in a memo (attached) to employees.

Developed in partnership with the In-Flight Service Employee Involvement Groups and Airport Customer Service Frontline Involvement Teams, the program incorporates video and photos based on actual nonrev situations. The “Nonrev No-No” video features volunteer actors and models from ACS and IFS presenting scenarios from the field that highlight different elements of Delta’s nonrev policy.

Other Jetiquette materials include break room posters that illustrate positive and negative nonrev behavior and appearance, focusing on attitude and style. “Glamour Do’s and Don’ts” show side-by-side photos of appropriate and not appropriate nonrev attire.

Especially for buddy pass riders, there are printable fact sheets – Buddy-

quette and Bon Voyage Buddy – that detail nonrev etiquette and airport procedures. The buddy pass materials are posted on Delta’s Extranet site where nonemployees can read and print them, as well as on the Employee Connection on DeltaNet. The materials emphasize the fact that Delta employees are responsible for the conduct of those to whom they give their buddy passes.

“Most of us display the same professional and respectful behavior when traveling for pleasure that we display on the job,” Mike said. “It’s important that the others we allow to use our valuable pass travel privileges understand that the same behavior is expected from them. They are an extension of us when they travel.”

To:

Delta Air Lines Colleagues Worldwide

From:

Mike Campbell

Subject:

PASS TRAVEL ETIQUETTE

We know that pass travel privileges are important to Delta people, and we continue to improve on our industry-leading program. For example, in the past few months we have rolled out online check-in and a self-service electronic Zonal Employee Discount program, expanded the eligibility pool for our Fly Confirmed for Even Less program and extended the S2 flight day. While pass travel is a great privilege, we must all remember our responsibilities – which have not changed - whenever we fly as nonrevs.

While Delta people generally have a good grasp on our expectations and we have been able to relax some of our more rigid policies (like the pre-2007 structured nonrev dress code), occasionally some of our pass riders aren’t as well informed on pass travel etiquette. As we prepare for the busy summer travel season, we would like to review pass rider etiquette, or what we call “Jetiquette.” Since the behavior and appearance of pass riders has a direct impact on the operation, it’s important that we remind our pass riders (especially buddies) of our expectations when they travel as a nonrevenue passenger on Delta.

Please visit the Pass Travel site on Employee Connection where we’ve introduced several tools that highlight the major do’s and don’ts of pass travel, as compiled by frontline employees in Airport Customer Service and In-Flight Service. In the “Nonrev No No” video, frontline employees volunteered to reenact situations they encounter on a daily basis with uninformed pass riders. Employees also participated in a “Glamour Do’s and Don’ts” photo shoot to illustrate appropriate, as well as inappropriate, pass rider attire. You might think some of these light-hearted and humorous photos are over-the-top, but unfortunately, similar scenarios have occurred in the recent past. Please familiarize yourself with the information, see if you can pass the test, and print off a pass pocket card for you and a Buddy-quette factsheet for your buddies the next time they plan a trip.

As the primary pass rider, it’s up to you to keep your eligible pass riders and buddies informed of our pass travel policies, procedures and expectations. Let’s review the basics:

- Nonrevenue travel is standby, and all of your pass riders – buddies in particular - need to understand that a seat is never guaranteed.
- A high degree of flexibility and a back-up plan are needed to enjoy our travel privileges. If you, your eligible pass riders or your buddies need to travel to an important event on a set date, they may consider visiting delta.com for a competitively priced, confirmed ticket. Better yet are Delta's Fly Confirmed
- Discount Program which offers confirmed tickets at a 20% or higher discount and is available for you and certain eligible pass riders.
- The appearance and behavior of our pass riders never takes away from a safe and comfortable experience for our revenue passengers; they keep us in business!
- Our Airport, Reservations and In-flight colleagues do a great job providing great customer service and with our high load factors, they stay busy. Be kind to them and follow any directions they provide. We're all on the same team!
- Use discretion when traveling as a pass rider (or on company business). Don't draw attention to yourself by wearing your Delta ID or bragging about your pass travel privileges.

Most of us display the same professional and respectful behavior when traveling for pleasure that we display on the job. It's important that the others we allow to use our valuable pass travel privileges understand that the same behavior is expected from them. They are an extension of us when they travel.

Thanks for all you do to make Delta the airline of choice for our customers and a great place to work for all of us.

Life Section...

From: [David L. Roberts](#)
Date: 5/17/2011 12:04:05 PM
To: [Gray Mrs Tom](#)
Cc: [DEATH IN FAMILY](#)
Subject: Death in Family Checklist
 Dear Mrs. Gray,



In the event you haven't seen this information, attached below is a checklist Delta has prepared entitled, WHAT TO DO WHEN A RETIREE DIES.

[https://connect.delta.com/f5-w-687474703a2f2f646c6e65742e64656c74612e636f6d\\$\\$/tibadmin/DocumentDownload?docname=retiree/survivors/article_0037600.pdf](https://connect.delta.com/f5-w-687474703a2f2f646c6e65742e64656c74612e636f6d$$/tibadmin/DocumentDownload?docname=retiree/survivors/article_0037600.pdf)

I hope this will help you after the death of your husband Tom.

With warm regards,

Dave

David L. Roberts

Captain, MD-11, ATL (Ret.)

4800 Gaidrew

Johns Creek, GA 30022-6732

770-667-2284 - Home

404-273-4514 - Cell

770-667-9961 - Fax

Email: robertsDL@mindspring.com

Editor: if the link above that Dave has supplied will not work for you, you can click on our link for this checklist inside our Google group at:

https://docs.google.com/viewer?a=v&pid=explorer&chrome=true&srcid=0BzB_SBDmSd9AMTA4MmY3YtItYzA5Yy00NmVmLTkyYWItMGYwMmUzOTEzYjdm&hl=en_US&authkey=CIL1sqkM

Misc Posts:

William Guy

Email williamguy4@pwhome.com

Issue Area General

Comments - Ref: William Whelen, '07 Tax Return

I forwarded my info to Whelen about 8 days before the final filing date. He completed the amended return and Fica request for a refund, returned them to me by express mail and I filed on time. He appears to have done a professional service in a timely manner and I was very satisfied with his service. He indicated that he was doing about 20 amendments per day at that late date. I have received no response or refunds as of May 15 from the IRS.

Bill Guy ('02 Retiree)

Human Interest:

From: "David L. Roberts" <robertsDL@mindspring.com>

Date: May 21, 2011 11:27 AM

Subject: Cemetery Watchmen..

To: "MY FRIENDS & FAMILY" <robertsDL@mindspring.com>

This moving story circulates each year around Memorial Day and I want to pass it along again.
Blessings.

Dave

Cemetery Watchman ..

My friend Kevin and I are volunteers at a National cemetery in Oklahoma and put in a few days a month in a 'slightly larger' uniform. Today had been a

long, long day and I just wanted to get the day over with and go down to Smokey's and have a cold one. Sneaking a look at my watch, I saw the time, 16:55. Five minutes to go before the cemetery gates are closed for the day. Full dress was hot in the August sun. Oklahoma summertime was as bad as ever--the heat and humidity at the same level--both too high.

I saw the car pull into the drive, '69 or '70 model Cadillac Deville, looked factory-new. It pulled into the parking lot at a snail's pace. An old woman got out so slow I thought she was paralyzed; she had a cane and a sheaf of flowers--about four or five bunches as best I could tell.

I couldn't help myself. The thought came unwanted, and left a slightly bitter taste: 'She's going to spend an hour, and for this old soldier, my hip hurts like hell and I'm ready to get out of here right now!' But for this day, my duty was to assist anyone coming in.

Kevin would lock the 'In' gate and if I could hurry the old biddy along, we might make it to Smokey's in time.

I broke post attention. My hip made gritty noises when I took the first step and the pain went up a notch. I must have made a real military sight: middle-aged man with a small pot gut and half a limp, in marine full-dress uniform, which had lost its razor crease about thirty minutes after I began the watch at the cemetery.

I stopped in front of her, halfway up the walk. She looked up at me with an old woman's squint.

'Ma'am, may I assist you in any way?'

She took long enough to answer.

'Yes, son. Can you carry these flowers? I seem to be moving a tad slow these days.'

'My pleasure, ma'am.' (Well, it wasn't too much of a lie.)

She looked again. 'Marine, where were you stationed?'

'Vietnam, ma'am.. Ground-pounder. '69 to '71.'

She looked at me closer. 'Wounded in action, I see. Well done, Marine. I'll be as quick as I can.'

I lied a little bigger: 'No hurry, ma'am..'

She smiled and winked at me. 'Son, I'm 85-years-old and I can tell a lie from a long way off.. Let's get this done. Might be the last time I can do this. My name's Joanne Wieserman, and I've a few Marines I'd like to see one more time..'

'Yes, ma'am. At your service.'

She headed for the World War I section, stopping at a stone. She picked one of the flower bunches out of my arm and laid it on top of the stone. She murmured something I couldn't quite make out.. The name on the marble was **Donald S. Davidson, USMC: France 1918.**

She turned away and made a straight line for the World War II section, stopping at one stone. I saw a tear slowly tracking its way down her cheek. She put a bunch on a stone; the name was **Stephen X. Davidson, USMC, 1943.** She went up the row a ways and laid another bunch on a stone, **Stanley J. Wieserman, USMC, 1944..**

She paused for a second and more tears flowed. 'Two more, son, and we'll be done'

I almost didn't say anything, but, 'Yes, ma'am. Take your time.'

She looked confused.. 'Where's the Vietnam section, son? I seem to have lost my way.'

I pointed with my chin. 'That way, ma'am..'

'Oh!' she chuckled quietly. 'Son, me and old age ain't too friendly.'

She headed down the walk I'd pointed at. She stopped at a couple of stones before she found the ones she wanted. She placed a bunch on **Larry Wieserman, USMC, 1968,** and the last on **Darrel Wieserman, USMC, 1970.** She stood there and murmured a few words I still couldn't make out and more tears flowed.

'OK, son, I'm finished. Get me back to my car and you can go home.'

Yes, ma'am. If I may ask, were those your kinfolk?'

She paused. 'Yes, **Donald Davidson** was my father, **Stephen** was my uncle, **Stanley** was my husband, **Larry** and **Darrel** were our sons. All killed in action, all **Marines.**'

She stopped! Whether she had finished, or couldn't finish, I don't know. She made her way to her car, slowly and painfully.

I waited for a polite distance to come between us and then double-timed it over to Kevin, waiting by the car.

'Get to the 'Out' gate quick.. I have something I've got to do.'

Kevin started to say something, but saw the look I gave him. He broke the rules to get us there down the service road fast. We beat her. She hadn't made it around the rotunda yet.

'Kevin, stand at attention next to the gatepost. Follow my lead.' I humped it across the drive to the other post

When the Cadillac came pattering around from the hedges and began the short straight traverse to the gate, I called in my best gunny's voice:

'TehehHut! Present Haaaarms!'

I have to hand it to Kevin; he never blinked an eye--full dress attention and a salute that would make his DI proud.

She drove through that gate with two old worn-out soldiers giving her a send-off she deserved, for service rendered to her country, and for knowing duty, honor and sacrifice far beyond the realm of most.

I am not sure, but I think I saw a salute returned from that Cadillac.

Instead of 'The End,' just think of 'Taps.'

As a final thought on my part, let me share a favorite prayer: 'Lord, keep our servicemen and women safe, whether they serve at home or overseas. Hold them in your loving hands and protect them as they protect us.'

Let's all keep those currently serving and those who have gone before in our thoughts. They are the reason for the many freedoms we enjoy.

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

Event Announcements (Click here for [Calendar](#)): to post 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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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](#).

From: FCG3241@aol.com

Date: 5/16/2011 10:40:02 AM

To: misc@pilotcommunication.net

Subject: Benefits?

Mark, I read Gene Hall's interesting story in HL and was wondering about his statement "non-revs can use sky clubs". How does one do this? Also he mentioned "delta discounts" on AT&T and for his ipad. Would appreciate any info on these benefits. Thanks, Fred Gardner ret 2001

Editor: see Gene's response below.

From: [Gene Hall](#)

Date: 5/16/2011 2:28:46 PM

To: [Misc PCN](#)

Cc: FCG3241@aol.com

Subject: Re: Benefits?

Mark,

I am glad you are doing this. I am getting lots of mail from folks wanting to know about the discounts, and I am on a golf trip.

Go to the Delta Net homepage. On the top right of the page, click on "Employee Info". A banner will drop down. Click on "Delta Perks". That will take you to a discount homepage. The Delta website is not intuitive, and the discount page is no exception. In the middle of the page, at the end of about the second paragraph. Click where it says click here. The here is in blue letters. There are categories of discounts, some very worthwhile.

Gene

Editor: You can try to click on the following and it may take you to the DeltNet login then it should load the following link which is the Delta Perks home page. At least it did it once for me. (PS: I have since logged on recently to the Deltanet and cannot get the main menu bar on the upper left to let me pull it down anymore. It appears some DeltNet restrictions have been instituted).

[https://connect.delta.com/f5-w-68747470733a2f2f777772e796f756465636964652e636f6d\\$\\$/pfs/content/templates/client/home/homePage.html?cacheID=0376097315&theme=cfn&useCache=1&cookie.visitorId.expiry=1624320000&cookie.sessionId.expiry=4320000](https://connect.delta.com/f5-w-68747470733a2f2f777772e796f756465636964652e636f6d$$/pfs/content/templates/client/home/homePage.html?cacheID=0376097315&theme=cfn&useCache=1&cookie.visitorId.expiry=1624320000&cookie.sessionId.expiry=4320000)

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

From: [Pat Howe](#)

Date: 05/20/11 15:59:02

To: mark@pilotcommunication.net

Subject: flying job

The company that I work for is looking for a retired airline pilot in the South Chicago area to fly a King Air for us throughout the eastern US. It will be a full time job as the pilot we hire will be flying 500 hours/year. There will be a lot of day trips and some overnights. Most weekends are off and your schedule will be published usually two weeks in advance. Please contact me for more information:

Pat Howe

Chief Pilot

Land O'Frost

pat.howe@landofrost.com

501-230-9626

Political (food for thought):

Political Humor:

From: [John Todd](#)

Date: 5/18/2011 10:29:32 PM

To:

Subject: Fw: Terror Alert

Featured Trades: (EUROPEAN STYLE HOMELAND SECURITY)

4) **European Style Homeland Security.** The English are feeling the pinch in relation to recent events in Libya, and have therefore raised their security level from "Miffed" to "Peeved." Soon, though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." The English have not been "A Bit Cross" since the blitz in 1940, when tea supplies nearly ran out. Terrorists have been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from "Pissed Off" to "Let's get the Bastards." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed France 's white flag factory, effectively paralyzing the country's military capability.

Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat Operations" and "Change Sides."

The Germans have increased their alert state from “Disdainful Arrogance” to “Dress in Uniform and Sing Marching Songs.” They also have two higher levels: “Invade a Neighbor” and “Lose.”

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia , meanwhile, has raised its security level from “No worries” to “She’ll be alright, Mate.” Two more escalation levels remain: “Crikey! I think we’ll need to cancel the barbie this weekend!” and “The barbie is canceled.” So far no situation has ever warranted use of the final escalation level.

– John Cleese – British writer, actor and tall person.

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

From: [Michael Magon](#)

Date: 5/16/2011 10:25:43 PM

To:

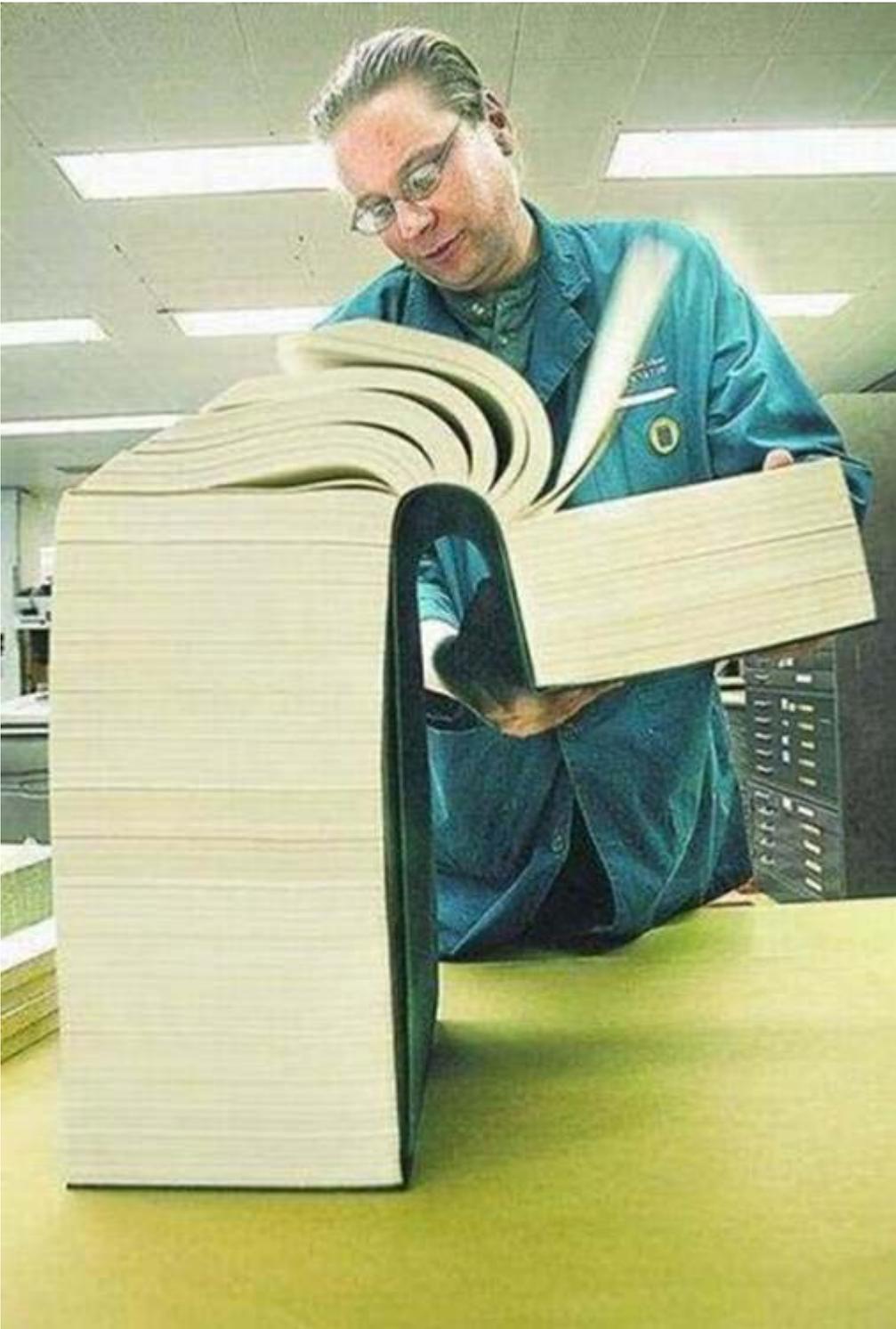
Subject: Re: UNDERSTANDING WOMEN

Guess I'd better bring a sleeping bag when the movie comes out.....

I finally got the book that will help you

*understand **women** better.*

Let me know if you need a copy!



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From: [Kenneth Thomas](#)
Date: 5/18/2011 2:29:24 PM
Subject: Fwd: Living Out Every Little Girl's Dream
To all the pilots out there!!

Subject: Fw: Living Out Every Little Girl's Dream

Subject: Living Out Every Little Girl's Dream



Mark

Mark Sztanyo (Stän'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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