

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 I shot over Lake Tahoe.

Dear PCN (of over 2500 subscribing members),

Group Section.....

## Mark's Remarks:

***It was my browser problem:***

Two weeks ago I mentioned that on the DeltaNet I was having difficulty navigating. As it turns out it was my browser. I am publishing Jim's response below as representative of a number I received from the group.

***From:*** [Jim Horan](#)

***Date:*** 5/23/2011 11:08:06 AM

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

***Subject:*** DL Net & Travel Net

Hi Mark:

No problem on my end with the drop-down menus either on DL Net or Travel Net. I am using IE 9 for my browser.

Best,

Jim Horan

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## Computer Tips: This WiFi info is something I will employ.

**WiFi Safety: Public WiFi spots and FireSheep.** If you are using a public WiFi location and it isn't encrypted (ie. you don't have to enter a key code to use it), information that you are sending across it could be intercepted by others there. There is a new piece of software called FireSheep that allows people to be able to view some of your Internet traffic when in a public WiFi spot. This software has been downloaded about 1,500,000 times so far. It allows people to see your Facebook, AOL, Twitter, etc. log in name and password and later on be able to log in as you and hijack your account. That is how some of the recent email and Facebook hacking has occurred. The problem is with unencrypted web browsing traffic, stuff that passes over a regular http:// type of connection. Your banking and other important things normally are passed over an encrypted SSL connection (<https://>) and they are not subject to this hack. If you are using a WiFi connection that uses WEP or better encryption, it is also safe from this hack. To use these WiFi spots, you have to enter a 'Key' before you can even connect to the WiFi spot. But most of the hotels and other places that we as crewmembers are using are not encrypted and are prone to this interception. If you can connect to the WiFi access point, but have to log in on a website to use it, then it IS NOT encrypted.

The solution on these public WiFi spots is to try to do as much of your web browsing over a secured SSL (<https://>) connection as you can. As a result of this hack, Facebook now has the option of using a secure https:// connection. Several other of the most popular email and social networking sites are changing over to allow https:// connections as well. But anything you do over a public unencrypted WiFi connection on normal http:// is susceptible.

If your account has been hacked, then change your password when you are at home or on a secured connection will normally stop it. Do a Google search on FireSheep for more details if you are interested. Contact your email or social networking provider to see if they offer an encrypted https:// way to connect with them.

## Windows Live Essentials:

Ok, you are maybe not a fan of Microsoft. Sometimes I am not either. However, here is the problem. You have a folder on your laptop but would like it backed up and in automatic sync with a carbon copy folder on your PC. That problem and desire is actually pretty widespread. Well, Windows Live Essentials is a FREE download from MS and it contains a program called Live Mesh. When you download and install, then sign in with your MS ID on both computers then you can set up a folder that can be auto synced. I find this tool to be a real time saver along with providing some degree of data backup.

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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](mailto:misc@pilotcommunication.net)

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

[signup@pilotcommunication.net](mailto:signup@pilotcommunication.net)

[illness@pilotcommunication.net](mailto:illness@pilotcommunication.net)

[death@pilotcommunication.net](mailto:death@pilotcommunication.net)

[ads@pilotcommunication.net](mailto:ads@pilotcommunication.net)

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

**News Section.....**

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

## **Delta's traffic rises in May**

Orlando Business Journal

Date: Friday, June 3, 2011, 1:23pm EDT

[Delta Air Lines Inc.](#)'s May traffic moved up 2.2 percent, the airline reported Friday.

Atlanta-based Delta's load factor was flat at 83.9 percent.

Domestic traffic inched up 1.9 percent year over year on a 0.4 percent rise in capacity, while international traffic increased 2.6 percent on a 5 percent increase in capacity.

Delta's (NYSE: DAL) January passenger count was up 4.1 percent to 14,365,302.

[Click here for the full traffic report.](#)

Read more: [Delta's traffic rises in May | Orlando Business Journal](#)

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Subj: ED Bastain "Delta to be a smaller company"

## **Exec: Delta to be 'smaller company'**

By Kelly Yamanouchi  
The Atlanta Journal-Constitution  
Thursday, May 19, 2011

Delta Air Lines is cutting its trans-Atlantic flight capacity by 10 percent to 12 percent after Labor Day, saying it needs to adjust to higher fuel costs and declines in demand.

Delta President Ed Bastian said during a presentation at a Merrill Lynch conference in Boston that the Atlanta-based airline will be 5 percent smaller than previously planned by the end of 2011.

The reduction is part of a collection of moves Delta is taking to cut back. Delta previously announced that it will reduce flight capacity across its worldwide system by 4 percent after Labor Day compared with the same period of last year, and had acknowledged that one of the weakest areas is trans-Atlantic flights.

Delta also earlier this month announced it will offer buyouts and early retirements to cut its workforce, though it gave no target figure.

"We will be a smaller company," Delta president Ed Bastian said Thursday during a presentation at a Merrill Lynch conference in Boston. He said Delta will be 5 percent smaller than previously planned by the end of this year.

Bastian said fuel costs, reduced demand to Europe, turmoil in the Middle East and the disasters in Japan have all hurt air travel. After posting a \$593 million profit for 2010, Delta fell into the red in the first quarter, with a \$318 million loss.

"Sitting and hoping that high fuel prices are going to go away or that fuel prices will fall is not a strategy," Bastian said. Because revenues have not kept pace, "we are going to be reducing our footprint."

Delta plans to make the trans-Atlantic flight cuts by canceling routes, reducing flight frequencies and using smaller jets, though it hasn't named any cities to be cut.

It is making the cuts in conjunction with partners Air France-KLM and Alitalia. Combined, the airlines will cut capacity on flights between Europe and the United States and Canada by as much as 7 percent to 9 percent this fall, compared with the year-ago period. The carriers' antitrust immunity enables them to make such moves jointly.

## FAA Will Fine for Pilot-Blinding Cockpit Laser Pointing

By Angela Greiling Keane - Jun 1, 2011 11:05 AM ETWed Jun 01 15:05:09 GMT 2011

The U.S. [Federal Aviation Administration](#) plans to fine people who shine lasers into airplane cockpits as much as \$11,000.

“This is not taking a laser pointer and playing with your cat,” Federal Aviation Administrator [Randy Babbitt](#) said today at Washington Reagan National Airport in Arlington, Virginia. “This is serious.”

Pilots can be temporarily blinded, especially at lower altitudes when taking off or landing, when people point lasers at planes, Babbitt said at the news conference at the airport.

The FAA has logged about 1,100 reports of lasers being shined at pilots so far this year, and 2,836 for all of last year. That’s an increase from about 300 in 2005, the first year the agency collected the data.

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## US Airways pilots sue carrier

The Business Journal

Date: Wednesday, June 1, 2011, 10:29am EDT - Last Modified: Wednesday, June 1, 2011, 11:43am EDT

The [US Airways Group Inc.](#) pilots who are represented by the US Airline Pilots Association have filed suit against the carrier, contending the company has violated its legal obligation to bargain in good faith.

The suit was filed in the U.S. District Court Southern District of New York.

Among its allegations, the union says US Airways (NYSE:LCC) has intentionally failed to “exert every reasonable effort” to reach a settlement regarding a collective-bargaining agreement.

In addition, the union says the carrier has “unilaterally altered the parties’ collective-bargaining agreements by intentionally frustrating and abrogating the contractual grievance and arbitration procedures outlined in the collective bargaining agreements.”

The pilots have been unsuccessful in winning a unified contract since US Airways’ 2005 merger with America West Airlines. Pilots are working under contracts that were in place before the merger. The pilot groups have been at odds with each other — as well as airline management — over seniority and pay issues as they try to forge a single labor agreement.

The US Airline Pilots Association is based in Charlotte and represents more than 5,000 mainline pilots who fly for US Airways. US Airways, based in Tempe, Ariz., has its largest hub is at Charlotte/Douglas International Airport and is also the busiest carrier operating out of Piedmont Triad

International Airport. Winston-Salem's Piedmont Airlines, which at its peak employed 9,000 in the Triad ...

[Read Full Article](#)

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

**From:** [Jim Horan](#)

**Date:** 6/2/2011 11:13:32 AM

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

**Cc:** 'jim munton'

**Subject:** IRS 1040X for 2007 (Amended Return) and Form 843 for 2007 (Refund of FICA/Medicare)

Hi Mark:

As the saga continues for those of us who chose to retain the services of Bill Whalen, here is my story.

- (1) After email exchanges with Jim Munton in December, 2010, I decided to work with Whalen. There was a supposed deadline of January 31, 2011 for filing the Form 843 (FICA/Medicare recovery). I received the package from Whalen on January 28<sup>th</sup> and promptly mailed (certified/return receipt) to the Fresno IRS office (CO uses the Fresno office). In a letter dated April 8, 2011, I received the IRS's denial of that claim. I had 30 days to appeal that denial. Due to Whalen's medical condition, I filed my own appeal and have not heard from the IRS.
- (2) The deadline for filing an amended return for 2007 was April 18<sup>th</sup>. I received my 1040X that day via Next Day UPS and promptly returned it to the IRS. I just received a check in the mail for the claimed amount (just under \$6000 in my case) plus interest totaling \$830 and change. No other paperwork in the envelope. Just a check for the total amount (including interest which was noted on the check). Interestingly the check was processed by the Austin, TX IRS office but noted that it originated in the Fresno office.
- (3) The state of Colorado has a 4-year window for filing an amended return. So I am OK on that until next year.

Jim Munton has been an invaluable resource for me during this time. Mostly emails and a few phone calls. He is truly stepping up to the plate to help all of us who chose to enlist Whalen.

My only contact with Whalen during this time was email, with the exception of one phone call in late January when *he called me* trying to locate another Delta pilot with whom he was working (happened to be a friend of mine in ATL).

You all have probably read Jim Munton's recent letter posted in the PCN concerning Whalen's condition and the note that his ex-wife will be taking over. I have heard nothing from her and in a recent email from Jim, neither has he.

I figure our best hope is that Merrily Probst/Whalen steps up to the plate and takes over Whalen's case files.

Best,

Jim  
(ATL/RET/767)

Jim Horan  
P.O. Box 7480  
2165B Saddle Ridge Loop  
Avon, CO 81620  
970-845-7922

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Carl Raymond  
Email [captcarl1942@msn.com](mailto:captcarl1942@msn.com)

Issue Area General  
Comments RE: Bill Whalen

Like many of you I sent money to Bill Whalen for the purpose of appealing the tax treatment of bankruptcy settlement.

I am aware that he has turned this over to his former wife because of his poor health.

Does anyone know how to get in touch with her?

Does anyone know the current status of the situation?

Any information would be greatly appreciated.

Thanks,

Carl Raymond  
[captcarl1942@msn.com](mailto:captcarl1942@msn.com)  
205-663-0872

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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:

Dues appeal for Honor Roll members:

## DP3 Chairman's Update

May 24, 2011

Your DP3 trustees held their monthly board meeting last week. (minutes available to members)

### Update on PBGC Appeal

As usual, our meeting started with a legal update from our attorneys at Miller and Chevalier. During the discussion following the legal briefing, the trustees agreed to make one more effort to solicit 2011 DP3 dues from those 2010 Honor Roll members who have not renewed their memberships.

As a reminder, Honor Roll status provides HR members with Miller & Chevalier's resources and expertise during the appeal; therefore, individuals do not have to incur the expense of hiring your own attorney. For those of you who are toying with the idea of taking that route, current fees for an experienced attorney in the D.C. area run between \$400 and \$800 per hour--so much for Delta's old arguments that airline pilots were paid too much!

### Deadline for Honor Roll Membership

Due to the paperwork required to remove individuals from the group appeal, we have established a deadline of June 20, 2011, for former HR members who have previously joined the appeal to pay

their 2011 dues. If you are in this category and have not paid your dues because you no longer wish to participate in the appeal, you can save DP3 considerable time and effort by simply clicking on this link [withdraw@dp3.org](mailto:withdraw@dp3.org) . We'll immediately remove your name from the appeal. During our meeting we also discussed the fact that many retired pilots do not have a clear understanding of the types of issues we'll be appealing. At this point in the post-bankruptcy era, the issues we are prepared to appeal and litigate, if necessary, are those involving the manner in which the PBGC is determining its obligation to pay us our lifetime pension benefits from the pension assets and recoveries the agency received from Delta following the pension termination. Due to attorney/client confidentiality, we are not publicizing the entire list of issues we will be appealing prior to formally filing the case with the PBGC Appeals Board. If you examine the last pension benefit you received from Delta prior to the termination (your September 1, 2006, *qualified* retirement check) the difference between that amount and the amount you are currently receiving from the PBGC represents the lost benefits we will try to recover through the various issues raised during the appeal and through other avenues. (For many retired Delta pilots -- those impacted by both the five-year and three-year PBGC look-backs -- this amount is approximately \$1,500 per month.)

### Actuary Review of Benefits

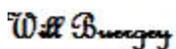
As a reminder, the actuary review procedure is currently available (for an additional \$250) for those desiring an outside audit of their pension calculations. While we have made this service available to our members, we do not recommend using it unless you are unable to run your own calculations with the DP3 benefit calculator. This auditing process will check for calculations errors using the current PBGC procedures, but most of our members have far more to gain by a successful DP3 challenge to the procedures the PBGC is currently using to determine our benefits. Neither the PBGC nor our auditors have sufficient information to run meaningful calculations for those who were hired before February 2, 1972, and those who retired before July 1, 2002. Pilots who fall within that group might still benefit from the PBGC policy issues we will be appealing. **Again, the best way to determine your potential benefit is by comparing your current PBGC check to your September 1, 2006, Delta qualified benefit.**

### DP3 Trustee Election

The current DP3 trustee election is underway; voting ends on May 31, 2011. Unfortunately, we only had three candidates nominated for three positions, so unless there is a landslide of write-in votes, there is not much doubt in the outcome. However, the candidates running are dedicated and knowledgeable of the issues facing retired Delta pilots. We will be well-represented as we approach this critical time in the appeals process.

Voting is by invitation to Honor Roll members only. If you lost your invitation or did not receive one in mid-April, please send us a contact message and we'll e-mail a replacement ballot to you.

Thank you for your continued support.



Will Buergey  
Chairman, DP3

Our fax numbers are **888-505-1242 & 678-493-8616**

Our document submission email address is [documents@dp3.org](mailto:documents@dp3.org)

Our email address for questions is [contactus@dp3.org](mailto:contactus@dp3.org)

Send VEBA questions to [contactVEBA@dp3.org](mailto:contactVEBA@dp3.org)

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:** [Geert Frank](#)

**Date:** 6/2/2011 10:36:41 PM

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

**Subject:** Travel pass

Hi Mark, hope I did not get you at an inconvenient time. You may reply directly to just my email address or on the net for all to see. I have not done a pass for at least 17 years. My wife needs to do a round trip BOS-DFW. There have been so many changes, I am having trouble figuring out what steps are necessary.

Could you briefly take me step by step to get that pass, especially how one goes about getting a confirmed seat by paying extra. I repeat, there may be others that would benefit from such a breakdown. If it is too lengthy an outline, you can of course forget it. Many thanks in any case, regards, Geert Frank

### *My essential tips for happy non-revving:*

1. Arrive early.....forget the anxiety and stress of tapping a toe while standing in line.
2. Travel only when "availability" (meaning space available) is high.
3. Have backup flights pre-chosen and a backup plan pre-determined and then stay flexible.
4. Know that active crews (traveling between hubs) and deadheading-last-minute crews *do not list*. So when you think the flight between say CVG and ATL is open, think again, as it fills up with uniforms.
5. Learn how to use the Kiosks (otherwise you sometimes have a hard time getting help from a real person). They are easy to use and quick.
6. Take a blood pressure pill and zip the lip before your TSA encounter. I almost do something regrettable almost every time going through. For the life of me I don't know how I have remained out of jail so far.
7. Lastly, but most importantly.....*pray a lot!*

Geert,

In addition to my short list of tips. Delta has some excellent training materials on how to do the pass travel thing. Assuming you already know how to login into DeltaNet at : <http://dlnet.delta.com/> (If you do not this is where to start by either registering or calling 800MyDelta for help). Once in the DeltaNet, at the top right click on **TravelNet** when that page opens, now click on top right **Pass Policy**. Scroll down on right side of the Pass Policy page to the **blue box** and in that box are some excellent helps. Please pay attention to:

**Nitty Gritty** – Pass Rider Magazine & Pass Travel on Delta.

**Test Your Know How** – TravelNet Tutorial

**Print & Go** – Pass Travel Pocket Card

If you simply can't get the computer thing going and learn how to list yourself, then by all means simply call the ESC at 1-800 MY DELTA (1-800-693-3582) and they will help you out. Hope that helps you and anyone else who needs to use your travel privileges.

Life Section...

Misc Posts:

*I included the below email as a sample of many received by grateful family members of the notification service of our pilot's final flight west.*

**From:** [MONEE LOPORTO](#)  
**Date:** 6/1/2011 9:44:38 PM  
**To:** [death@pilotcommunication.net](mailto:death@pilotcommunication.net)  
**Subject:** Bob Lowry

Thank you for reporting the death of my grandfather, Robert R. Lowry, to his fellow Delta friends and family. I just wanted to note that his daughter Terri Wingo was not mentioned in his obit. His sons names are Doug and Tim and he also had an adopted daughter with his current wife, and her name is Fonnies. Thank you again for your help with this matter and if there is any other info you may need please let me know.

Thanks,  
Monee' LoPorto

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REMINDER..... all cell phone numbers are being released to telemarketing companies and you will start to receive sales calls.

... YOU WILL BE CHARGED FOR THESE CALLS

To prevent this, call the following number from your cell phone: [888-382-1222](tel:888-382-1222).

It is the National DO NOT CALL list It will only take a minute of your time.. It blocks your number for five (5) years. You must call from the cell phone number you want to have blocked. You cannot call from a different phone number.

HELP OTHERS BY PASSING THIS ON .. It takes about 20 seconds.

<https://www.donotcall.gov/default.aspx>

Blue Side Up  
George

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**From:** [Jon B](#)

**Date:** 5/27/2011 11:46:58 AM

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

**Subject:** Re: PCN - Death in Family: ret. DL pilot Capt. Bob May, age 72

Hi, Mark. I. D. theft happens to dead people, too. I recommend we keep birth dates out of postings. Thank you VERY much for your tireless efforts. You are a great guy.

Best,

Jon Barton

class D-72

## Human Interest:

***Dated story but still a good one!***

**From:** [Steele Jr Bert](#)

**Date:** 5/28/2011 1:30:28 PM

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

**Subject:** Funeral Services Monday November 22nd for Lt. Robert Kelly USMC at Arlington National Cemetery

Today, I was able to fulfill part of that mission by attending the funeral services for Lt. Robert M. Kelly, USMC today at the Fort Myer Chapel, located next to Arlington National Cemetery in Washington, DC. I was able to do so because I work for an Airline since arriving back in Boston from Afghanistan, and they are the kind of company that not only allows you to get on a jet anytime you want to (or need to) but also encourages you to do so. I was encouraged to do this by my colleagues and it was approved by my supervisor. I thought about it and decided in a very short time, that it was the absolutely right thing to do, I can do it, and I should do it.

Monday Morning, Nov. 22nd, I got on a flight out of Boston and arrived at Reagan National Airport in just over an hour. Arlington National Cemetery is very close (2 1/2 miles) and I got a cab there. Of Course, the cabbie didn't know about the location for the ceremony and he was able to bring me deep into the middle of Arlington National Cemetery. I got turned around for a minute and wound up back near the entrance. It gave me the opportunity to pay my respects to President Kennedy, Jacqueline Kennedy and their children who are buried there. The fact that this was November 22nd was not lost on me and seemed ironic that I would be travelling there to honor a Marine and still it happens to be November 22nd of all days. I also paid my respects at his brothers gravesites Senator Robert Kennedy and Senator Edward Kennedy. Each are buried close together near the front of the park.

Afterwards I had to find my way to the other side of the cemetery and was helped out by a park employee. I wound up on a brisk walk across Arlington National Cemetery, and emerged at the back gate which leads into Ft. Meyer. The Gate Guards pointed the way and the chapel was only 1000 yards across the base. I arrived slightly warm but no worse for the wear.

I was in line with hundreds of others, and spent part of my time speaking to young Marine Sgt. who was with friends who are also Marines, but were in civilian dress. The line was a who's-who of military

with enough Two Star & Three Star Generals, Navy Captains, Marine Colonels and so many other officers that you could have filled an antique shop with all the brass. Many others there also including Policemen, Firemen and people from various groups to pay their respects. We were ushered in to the Chapel and directed to our seats by Marines as attendants. The Chapel is a bright and airy space, modern but at the same time, providing you with a sense of history.

The ceremony began with a presentation to Lt. Kelly's wife and family of the commendations awarded to him. A Purple Heart for wounds sustained in the battle he died in and a Navy/Marine Corps Commendation medal with Combat Distinguishing Device authorized for valor (heroism) for a number of missions he accomplished including the one where he lost his life.

The services were very appropriate and the Navy Chaplain gave a great sermon about the meaning of how Christ died for us and he conquered death so that we would not need to be afraid. That Robert had simply gone on to eternal life with our Lord Jesus Christ and was waiting for friends & family when they got there. He ended his sermon with a traditional Irish Blessing (given in Gaelic) saying, "Farewell, God Bless you and see you when we meet again. "

The eulogies were given by his Brother, Capt. John Kelly, USMC and his father Lt. General John F. Kelly, USMC. His Brother went first and spoke about how his brother was a fine man, happy and as expected, the light of his families' life along with his bride, Heather. It was in the middle of his Brother's eulogy that I realized why I was drawn to be there on this day for this Marine. Captain Kelly detailed about his Brother's career and spoke about the different assignments that Robert had held including Operation Iraqi Freedom, and specifically Operation Al Fajr in Fallujah in November 2004. It was at that moment that the Good Lord's desire to have me go became apparent to me. I was struck by the fact that not only had I been in Afghanistan with this splendid young Marine, but we had served together in Fallujah when I was there in 2004-2005. He & I were not personally acquainted, but we had served under the same Marine Command, and he was there providing security for me & my fellow Seabees. I found myself welling up and thanking the Lord for his will to push me to be there to honor this Marine as Robert was one of those who helped me while I was deployed.

His brother spoke about that the streets of our country and other countries around the world were guarded by United States Marines. He said that he was confident that the streets in Heaven were also guarded by United States Marines. He then stated, " And my Brother is one of those Marines, guarding the streets in heaven." Very touching and true, I am sure.

His father spoke next, saying first and foremost, that he was not there to eulogize his son. He stated "Anyone who is laid out for his final resting place dressed in the uniform of his country's finest, the United States Marines, and wrapped in his country's flag did not need eulogizing and his life's accomplishments are evident to all." Lt. General Kelly went on to describe that we as a country are at war with an enemy that will not go away and only wants our destruction and submission. He spoke eloquently regarding his opinion of the threat our nation faces and how that we as a country are protected by a small number of men & women who volunteer, give up their regular lives and go out to defend our nation against those who would do it harm. He said that many doubt our country but he said as long as in produced men & women like those he spoke of, there was much hope that we would rid the world of the vile filth that wages terror against innocents.

His last statement was poignant as he described how as a Commander, he had to speak to many families and wounded Marines about the loss of their friends, sons, brothers, fathers and others. Each time, whether he wrote them a letter from overseas, or visited with them in person, he tried to imagine what they were going through and empathize with their loss.

He then stated, " I owe each and every one of them an apology as I could not imagine the depth of the pain they were going through as my wife and I have been going through it since we were notified of the loss of our son. It is unbearable. " His statement speaks volumes to a Father's love & pride for his son.

I was honored and privileged enough to be in attendance among many of our country's finest warriors, Robert's friends & family and felt that I had been called there by a force much greater than anything I can explain here with my paltry words. It was a moment I will not forget.

I had to leave at the end of the ceremonies as I had to catch the return flight to Boston and the services ended close to 2:10 with my return flight at just after 3:00. I was able to walk back across Arlington National Cemetery to the main entrance where they have cabs standing by. I imagined that somewhere in heaven, there was a marine Lt. laughing as he watched this old Seabee hump his way back across the cemetery to the cab stand. I hope it provided all of them up there in heaven a good laugh. I regret that I was unable to attend the graveside ceremonies, but being there for his services was extraordinary.

I caught a cab to the airport, checked in and was able to be back in my office in Boston by 17:00, no worse for the wear & tear but feeling that I had fulfilled an important mission Monday. Honoring one of our Country's finest, a warrior, son, brother, friend, husband and defender of our Flag.

There could be no finer mission than the one he fulfilled and I wanted to make sure I did not fail in my mission to honor him as we had shared many of the same places and experiences. He as a United States Marine and me, as a US Navy Seabee in Iraq and a contractor supporting the Marines at Camp Leatherneck, Afghanistan. He & I share a bond that was not apparent until his passing but carried no less importance after his death than it did in life. We were brothers-in-arms and that was all that mattered.

Fair Winds & following seas, shipmate. Rest easy Marine, we have the watch.

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

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

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

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

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

**From:** [Shand Gause](#)  
**Date:** 5/24/2011 6:45:43 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** name and email

Mark,

Is it possible to get Gene Hathorn's email address or can you have him call me at 770 xxx xxxx. Gene is the former Chief Pilot CVG during the 80's.

Thanks,

Shand

[shandgause@comcast.net](mailto:shandgause@comcast.net)

**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](#).

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: I have since visited the DeltNet on another computer and got to this discount page that Gene talks about without difficulty. I suspect as mentioned by some respondents that my laptop has a browser restriction.*

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

**From:** [Lane Browne](#)  
**Date:** 6/3/2011 1:10:34 PM  
**Subject:** RESCUE  
This is really amazing!!! Lane\_\_\_\_\_

FILM FOUND OF B-29 CREW RESCUED BY SUBMARINE

**This is an amazing story**

->  
<http://link.brightcove.com/services/player/bcpid34762914001?bctid=672454611001>

< -  
This is worth watching... about 2.5 mins.. An entire crew of a B-29 (12 aviators) was rescued by a US submarine after their plane was shot down in ~1945, 70 miles off the coast of Japan . The entire rescue was filmed in color video but then sat in a guy's closet until now. This is a story from a Denver TV station of one of those rescued aviators to whom the video was delivered. It also shows their transfer to another submarine that is likely headed back to port before the one that accomplished the rescue."

Can you imagine 65 yrs AFTER your rescue you get to watch it on film

+++++

*From:* [Steele Jr Bert](#)  
*Date:* 5/30/2011 2:59:06 PM  
*Subject:* Fwd: Beavers on YouTube (use sound)

**Subject: FW: Beavers on YouTube (use sound)**

Beavers on YouTube (use sound) The song with the video is super.

[http://www.youtube.com/watch?v=3w\\_v0k57KhE](http://www.youtube.com/watch?v=3w_v0k57KhE)

Political (food for thought):

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

*From:* [Michael Magon](#)  
*Date:* 05/24/11 00:20:45  
*To:*  
*Subject:* Fw: Two Dogs Dining  
Serious stuff; need to watch!!!!!!!!!!!!!! 🇺🇸

**Subject:** Two Dogs Dining

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

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**From:** [dave wall](#)  
**Date:** 5/30/2011 1:04:27 PM  
**To:** [Marksztanyo](#)  
**Subject:** FW: BEWILDERED TEXAN

## BEWILDERED TEXAN

While hiking down along the border this morning, I saw a Muslim extremist fall into the Rio Grande River; he was struggling to stay afloat because of all the guns and bombs he was carrying.

Along with him was a Mexican who was also struggling to stay afloat because of the large backpack of drugs that was strapped to his back. If they didn't get help, they'd surely drown.

Being a responsible Texan and abiding by the law to help those in distress, I informed the El Paso County Sheriff's Office and Homeland Security.

It is now 4 PM, both have drowned, and neither authority has responded.

I'm starting to think I wasted two stamps...

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**From:** [dave wall](#)  
**Date:** 5/30/2011 1:03:24 PM  
**Subject:** FW: Good Advice

An older man, not in the best physical condition, asked the trainer in the gym, "I want to impress that beautiful girl. Which machine should I use?"

The trainer replied, "The ATM across the street."

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## 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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