

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 of a Mid-West TRW.

Dear PCN (of over 2500 subscribing members),

Group Section.....

Mark's Remarks:

Three quick reminders:

Past Notices/Messages from PCN? Please bookmark this page:

<http://groups.google.com/group/PilotCommunicationNet/topics>

All notices from the PCN are archived here (called a Discussion section inside the google group) and you can easily go back through them. Note that sometimes UPDATES are "attached" to an earlier notice. This serves the PCN well with a great way to keep past notices available to all.

Your posted notices crucial: What keeps this a "network" is your involvement. When you send in a post of a news item, illness or death notice, that is what keeps the PCN relevant and obviously worthwhile. So it you and has always been you that makes this thing happen. Keep 'em coming!

REPLY button to a google group notice -- Still a no-no! Makes more work for me and is viewed much less often. Reason? The reply to our notices goes to the google group rather than my inbox. So instead of "replying" to a google group notice, PLEASE utilize one of the many PCN specific email addresses and simply COMPOSE to one of those addresses. OK? Great!

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My Niece Darcy selling airplanes. Can she sell you one? Looks like fun to fly!



Darcy Kaapke
Marketing Director and Sales
darcy@courtesyaircraft.com

World Leader In Warbird Sales
Courtesy Aircraft Sales
Toll-free: 800.426.8783
Phone: 815.229.5112
Fax: 815.229.1815
<http://www.courtesyaircraft.com>
[Courtesy Aircraft Privacy Policy](#)

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

Delta, Virgin Australia Welcome Final DOT Approval of Trans-Pacific Alliance

Consumers will enjoy expanded competition, travel choices between U.S., Australia thanks to new alliance

ATLANTA and SYDNEY, June 10, 2011 /PRNewswire/ -- Delta Air Lines (NYSE:[DAL](#) - [News](#)) and Virgin Australia Airlines (ASX:[VBA.ax](#) - [News](#)) today welcomed the U.S. Department of

Transportation's final approval of antitrust immunity for the airlines' trans-Pacific alliance, which will allow the carriers to implement a joint venture on service between the United States, Australia and the South Pacific.

(Logo: <http://photos.prnewswire.com/prnh/20090202/DELTALOGO>)

The grant of antitrust immunity will expand travel choices and competition for consumers by allowing the airlines to provide a seamless product and coordinate flight schedules for maximum convenience. The airlines will collaborate through codesharing, coordinating products and services and extending frequent flyer program benefits and lounge access to customers of both carriers.

"This final ruling by the DOT will expand competition and enhance customer service and travel options for passengers flying between the U.S. and Australia," said Delta CEO Richard Anderson. "We thank the DOT for their thorough review of our application and welcome their conclusion that consumers will benefit from a strong partnership between Delta and Virgin Australia."

Read more: <http://finance.yahoo.com/news/Delta-Virgin-Australia-prnews-3033306076.html?x=0&.v=1>

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\$2,800 Delta bag fee results in policy change

Memphis Business Journal

Date: Wednesday, June 8, 2011, 2:32pm CDT

After facing criticism for charging returning American soldiers \$2,800 in extra bag fees, Delta Air Lines Inc. said it has increased its free checked baggage allotment for U.S. Military traveling on orders in economy class to four checked bags.

Two soldiers on Delta (NYSE: DAL) flight 1625 Tuesday posted a video complaining that many of the 34 soldiers on a trip home from Afghanistan had to pay about \$200 out of pocket when they checked their bags. The soldiers said they were permitted by their orders to check up to four bags free of charge on their return from Afghanistan, but Delta told them at the airport it was only three bags and charged them for the fourth.

Delta said the agent involved in the incident was following company policy, but apologized to the soldiers.

Delta's revised baggage policy now also allows U.S. military personnel traveling on orders in first and business class to check up to five bags at no charge. This change also adds dependents traveling with active military on orders.

Each bag may weigh up to 70 pounds and measure up to 80 linear inches — added flexibility over the standard 50 pounds and 62 linear inches allotment.

Previously, Delta's policy allotted three free checked bags in economy class and four in first and business class for military members traveling on orders.

Read more: [\\$2,800 Delta bag fee results in policy change | Memphis Business Journal](#)

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Good Opinion article on the bag issue!

Delta Flies Into Patriotic Morass

Ted Reed

06/09/11 - 10:18 AM EDT

ATLANTA ([TheStreet](#)) -- **Delta**([DAL](#)) flew into a black hole of negative publicity this week when an employee asked uniformed servicemen to pay bag fees.

Talk about stepping in it. Delta inaccurately appeared to be unpatriotic. [Delta also saw a negative YouTube post](#) that became national news.

Also, before Delta had a chance Wednesday to change its policy to allow U.S. military traveling on orders in economy class to check four bags free, competitors rushed to point out that their policies are far more liberal than Delta's. Earlier in the day, **American Airlines**([AMR](#)) said it would go to five free bags for military, traveling on orders or for pleasure.

This incident began when a group of U.S. soldiers returning home from Afghanistan was charged \$200 each for extra bags on a connecting flight from Baltimore to Atlanta. On YouTube, the soldiers said they were authorized to check as many as four bags free of charge. But they were nevertheless charged for their fourth bags, resulting in a \$2,800 charge for the group. This video went "viral."

In situations such as this, it seems senseless to attempt to consider reality. First of all, eventually, the \$200 bag fees are going to come from the bloated Pentagon budget, because the Pentagon contracted with Delta to fly troops home. It is not the responsibility of individual soldiers to pay bag fees when they fly home from combat. We all know that.

Read More: http://www.thestreet.com/_yahoo/story/11148165/1/delta-flies-into-patriotic-morass.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA

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

U.S. to Fire 36 in Honolulu Airport Failure

By John Hughes - Jun 10, 2011 5:02 PM ET Fri Jun 10 21:02:20 GMT 2011

The [U.S. Transportation Security Administration](#) said it may fire 36 airport workers in Honolulu and suspend 12, the largest number of proposed terminations in agency history, for failing to properly screen bags.

The proposed firings, which include the airport's security director and assistant director for screening, follow failures on one shift at one airport location in the final months of 2010, Nick Kimball and Nico Melendez, agency spokesmen, said by telephone today.

"A limited number of flights each day" during the period were affected, the Washington-based agency said in a statement. TSA discovered the failures through checks and covert tests, Melendez said.

The announcement coincides with the start of the U.S. summer travel season, in which airlines forecast they will carry 206.2 million passengers from June through August, up by 3 million from the same period in 2010, according to the [Air Transport Association](#), a trade group.

Read More: <http://www.bloomberg.com/news/2011-06-10/u-s-to-fire-36-suspend-12-in-honolulu-airport-failure-1-.html?cmpid=yahoo>

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Ageing Fleets: Which Airline Has the Highest Costs?

by: Brian Nelson June 9, 2011

With jet fuel once again on the rise and the economic environment becoming even more uncertain, it's informative for airline stock speculators to know which carriers have the oldest fleets. The age (and model) of an aircraft could have large implications on fuel efficiency and ultimately the airline's cost structure, which becomes absolutely paramount under poor economic conditions. Let's evaluate the fleets of the Big Four legacy carriers in the U.S.

US Airways ([LCC](#))

As of the end of last year, US Airways was flying nearly 60 Boeing 737 Classics and 10 legacy 767s that were on average about 21 years old. These Classics and legacy 767s are roughly 15%-20% less fuel efficient than the 737NG and 787 Dreamliner, the respective replacements offered by the commercial OEMs. The average age of US Airways' mainline fleet is 12.3 years.

Read more: <http://seekingalpha.com/article/273990-ageing-fleets-which-airline-has-the-highest-costs?source=yahoo>

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

Date: 6/5/2011 2:43:10 PM

Thomas Sheehy

Email tomsheehy519@gmail.com

Issue Area General

Comments - Just wanted to post this latest news regarding William Whalen's scam to get a number of retired pilots to fork over \$1250.00 for amended returns etc.

I received my amended return on the afternoon of April 18, 2011. Fortunately I had my accountant do one of his own and we filed that. Whalen insisted that April 18 would be valid because of the extension for a federal holiday, Whalen indicated that he was doing all the work when in fact he was "farming it out" to several subcontracted accountants.

The IRS rejected my return based on the April 18 submission. All this caused by Whalen lying to us and never communicating. I have e-mailed Whalen demanding a refund for his half truths and shoddy workmanship (of course there was no reply). I plan on filing a complaint with the Nevada Attorney general's office. I am not going to let this scam slide away and be forgotten.

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From: [Al](#)

Date: 6/4/2011 10:51:59 PM

To: misc@pilotcommunication.net

Cc: sonetas@aol.com; jwmunton@hotmail.com; Vailmtneer@comcast.net

Subject: 2007 income tax

Hello PCN group:

This is an update on where I stand on the 1040x and 843 appeal.

I was on time filing both forms (at the Atlanta office). The IRS recently replied from the Austin office that they did not have enough information (concerning the 1040x) but would get back to me within 45 days.

There has been no other correspondence with them.

I sent the following email to Jim Munton and Bill Whalen. I know that Bill was to have bypass surgery at the end of last month, so I really didn't expect a reply from him.

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Good Morning Bill:

I trust that your health is improving - I am sure it will after the surgery. All the best of luck.

I read Jim Munton's email on the Pilot Communications Network regarding the status of our tax situations and I am looking forward to the mail from your ex wife that was mentioned in that email.

I received a notice on May 11 concerning my 1040 wherein it stated that they have not completed all of the research necessary. They will contact me within 45 days. This was (for some reason) from the Austin office even though I filed in the Atlanta office.

Do you have any statics on success / failure / hold on any of your clients?

Again, the best to you for your forthcoming surgery,
Charles A. Lee, Jr. Al for short.

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Jim Horan brought up a question in this last PCN:
How can we get in touch with Whalen's ex-wife. Previous PCN articles stated that they were trying to consolidate all of the claims into one IRS office via the tax court.

That's all for this evening:
Blue side up...
Al Lee
767 ER
Retired 2000

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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.

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

Members AND Non-Members of HCTC Program, We need your help!

June 7, 2011

We are writing today to ask that you contact your Senators and Congressmen about extending the recently expired ARRA enhancements to the HCTC.

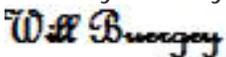
In the next article (below this introductory message) is a sample letter that you can complete and send to your legislators. Please take a moment to cut and paste that letter into an email, or letter to your elected representatives, or use the NRLN's CAPWIZ automated system using the following procedures:

- Log on to the NRLN's website at www.nrln.org
- In the top right corner of the NRLN homepage is a link labeled "Write to Congress" - enter your zip code and then click on that link
- On the next page you will see a link labeled "Action Alert"--just below that link is the statement "write all of your representatives with one click"--select that link
- Under "Subject" enter "HCTC and the ARRA Extension" and under issues, select "trade" and fill out the voter information and then paste the message you will find below my signature into your CAPWIZ message.
- When you are satisfied with your message you can preview and then send the message to all of your representatives.

Make sure you enter your name and the percentage of benefits you lost in the bankruptcy (indicated in the sample letter by the bold XXXs).

If passed, such legislation would go a long way to mitigating some of the financial damage caused by the bankruptcy to so many retired Delta pilots.

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

Our email address for questions is contactus@dp3.org

Send VEBA questions to contactVEBA@dp3.org

Sample Letter to your Legislator

(COPY & PASTE the following letter into your email or word processor. Highlight all the text >Press Ctrl C > the place a cursor in your email and press Ctrl V. it will move all this from the buffer to your program),

Dear Senator/ Congressman _____

My name is _____ and I am a retired Delta Air Lines pilot. In 2006, after Delta declared bankruptcy, the pension I had been working towards for over 25 years and fully expected to receive was terminated. My monthly annuity was cut by **XX%** after the retirement trust assets were transferred to the Pension Benefit Guaranty Corporation (PBGC). Imagine the financial hardship this created by this single act taken by the bankruptcy court.

Thankfully, the Health Coverage Tax Credit (HCTC) was available to alleviate some of the financial burden of the ever increasing premiums for my health insurance which also increased dramatically following the bankruptcy. Even with this help from the HCTC, my monthly premiums are over **XXX%** more than my pension check that I receive from the PBGC. After a 5 year study was conducted on the HCTC Program, there were some much needed provisions that were passed to fix some flaws, make operational improvements and overall enhance the HCTC Program. Although the IRS-HCTC never intended to have an expiration date on these provisions, the opportunity came along to include these provisions in the American Recovery and Reinvestment Act (ARRA) that was passed in February 2009. Unfortunately, because it was part of the ARRA, these enhancements expired on February 12, 2011 and the program reverted back to the original rules that it was operating under prior to the short term authorization of the ARRA.

I am writing to ask if you would sponsor legislation to reinstate and make permanent the low or no cost items that the IRS has deemed important for the HCTC Program going forward. The recommended provisions that were put in place with the ARRA were changes that needed to be made for the long term; as they were operational improvements that were identified as flaws and were never meant to only be temporary fixes. Items 1-3 on the list below essentially will be of no cost and should be permanent changes to the HCTC Program. The increase from 65% to 80% has been a very important enhancement to the program, especially for those of us struggling to meet our obligations following our retirement, and because we were blindsided with the bankruptcy and loss of the majority of our pension after we retired.

Specifically:

1. Allow qualified family members (spouses/dependents) to participate in the program until they become eligible for Medicare even after the primary pension recipient ages up to 65 years old and must register for Medicare. This is **not a new entitlement** because the spouse and dependents are already enrolled in the plan. This simply allows the family members to remain in healthcare coverage through the HCTC Program until they reach the age of 65. Losing HCTC eligibility and being forced to pay 100% of the cost for qualified family members is simply not an option, a luxury we cannot afford to keep.
2. Allow the monthly reimbursement of HCTC premiums paid during the initial enrollment period to be reimbursed monthly instead of requiring the participants to claim the credit when filing their annual tax return.
3. Allow qualified Voluntary Employee Beneficiary Associations (VEBAs) that are formed through a bankruptcy court or by an 1114 Committee to become permanently HCTC qualified; without the need for further action by the IRS through a private letter ruling.
4. Allow the monthly tax credit to be made permanent at 80% of the premiums versus the present 65%. The difference in these two tax credit levels results in a 75% increase in my monthly premiums.

Your willingness to sponsor this legislation that adds very little to the overall federal budget when you compare it to the benefit that it provides to retirees like myself, who have suffered a tremendous loss in both my pension and my healthcare, would make a profound impact on my individual budget. Thank you for your consideration

on this important issue.
Sincerely,
[sign your name here]

Pension:

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: [carol](#)

Date: 6/11/2011 2:31:51 PM

To: [Undisclosed-Recipient:](#)

Subject: OPINION: Delta, Bag Fees for the Military and the Media

(EXCELLENT LETTER.....CF)

The following is a letter that active ATL FA Susan I. Powell sent to the Atlanta Journal and Constitution and Channel 11 News here in Atlanta. It is her response to Channel 11's reporting of the bag fees for military personnel that was recently in the news.

From: Susan I. Powell <sip01@bellsouth.net>

Date: June 9, 2011 2:49:12

Subject: My letter to Channel 11 and AJC

June 8, 2011

As a Delta Air Lines employee, I am offended (but not surprised) by the tendency of the news media in Atlanta to immediately go for the jugular when presented with the slightest opportunity to paint Delta in a negative light. I deeply resent the editorial I saw on Channel 11 by Brenda Wood when she accused Delta of being greedy and gouging soldiers to fill our coffers. Even Ms. Wood's own colleague at Channel 11, Bill Liss, conceded in his earlier report on the same day that Delta was merely following baggage fee guidelines stipulated in its contract with the military ... guidelines dictated by the military, not by Delta. Mr. Liss further conceded that Delta's contract with the military already allowed for additional fee-free bags for soldiers, above and beyond what regular customers enjoy. Subsequent reports on Channel 11 and other stations confirmed that the military also reimburses soldiers for any travel fees, including bag fees, incurred by them personally in transit.

So, when two individual soldiers took issue with having to incur the charge first and be reimbursed by the military later and chose to post their frustrations on YouTube, the Delta bashing in the Atlanta news media was immediate, especially at Channel 11. Thankfully, I know the management of my company far better than Ms. Wood does. I had every confidence that as soon our CEO Richard Anderson was aware the policy negotiated with Delta by the government presented a problem for even one soldier, my company would immediately make additional allowances for soldiers and even their entire families, above the allowances dictated by the military contract, even if it impacted Delta's profitability. My company did make those adjustments - in less than 24 hours! Of course, Delta's competitors have predictably seized the opportunity to jump on the bandwagon and announce they will also amend their own policies to match Delta's generosity, but I don't recall hearing Ms. Wood mention the other carriers who imposed the same baggage policies as Delta for traveling servicemen and women - it was just Delta she called "greedy."

Fuel prices are off the charts again this year. The traveling public sometimes forgets it takes just as much fuel to transport bags as the customers in the seats ... so it is an increasing expense Delta has to compensate for in some way. I have no input in Delta's corporate policies about baggage fees, but my impact as a crewmember is my own.

Many of Delta's pilots and other employees are military and my crews always go to great lengths to recognize and accommodate every single soldier we have

the privilege of meeting. In my 32 years at Delta, I have flown with many pilots who give me their own personal credit card and ask me to purchase food for any soldiers on the flight - I have purchased food for many of them with my own money. Open First Class seats are rare these days with the complimentary upgrades enjoyed by our SkyMiles members, but our gate agents always put soldiers in available First Class seats, without hesitation. After 9/11, many of Delta's First Class customers fell all over themselves to offer their First Class seats to soldiers, but complacency has set in over the last 10 years and I find few customers who even acknowledge soldiers on board. I personally always recognize soldiers in the concourse and especially on board, so I take great offense to media persons outside Delta unfairly characterizing Delta as insensitive and assuming my company's adherence to a policy dictated in our military contract - a policy apparently in effect at Delta's competitors as well - can be interpreted as a failure to recognize, appreciate and value our nation's heroes.

Susan Powell
Delta Air Lines
Buford, GA

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From: [Geert Frank](#)
Date: 6/11/2011 9:24:07 AM
To: mark@pilotcommunication.net
Subject: letter I received

Hi Mark, it is not that I need to see my name in print (I have my own "detractor" here in Boston, who breaks up my messages in the middle of the sentences and/or creates misspelled words..... for no reason I can think of. I am awaiting his indignation expressed over that latest Delta stunt of charging the troops in Afghanistan for extra luggage. Curious he has been quiet about that. Must be worried about eventual fall-out !) .

Anyway, the letter I received was dated June 6 ,2011, from the Delta Employee Service Center:

"Re Action Requested-Update your Life Insurance Beneficiary

Dear Delta Employee: MetLife assumed responsibility for Delta Airlines Life Insurance plans and beneficiary administration effective 1/1/2008. As part of this responsibility, we are encouraging all participants to update their Delta life insurance beneficiary record. AS OF MAY 1, 2011, OUR RECORDS INDICATE YOU DO NOT HAVE A BENEFICIARY DESIGNATION ON FILE (Capitals mine GF)with MetLife for your Delta life insurance coverages. Updating your beneficiary will ensure that payment of your Delta life insurance benefits will be made in accordance with your wishes". Needless to say I priority-mailed with receipt requested the above information the same day that I got the above letter. I have been married to the same wife for 45 years and as far as I knew she always has been listed as my beneficiary. If it was not for the above letter, she would have gotten one nasty surprise after my demise!

This little note to let you and others know that the above may apply in your case. Please check. Good grief! Regards, Geert Frank

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From: [George Leatherbury](#)
Date: 6/4/2011 10:51:58 PM

To: misc@pilotcommunication.net

Subject: Update for

Mark – Thank you for your efforts on the “High Life”.

for your information – number 10 in your list has been completed:

10. Formation of a VEBA Health Insurance plan by DP3.

The VEBA is in effect and has over 240 pilots representing over 500 pilots and dependents and is doing well.

Our insurance brokers are working with Congress to attempt to extend the HCTC at 80% (it reverted to 65% in April) along with other enhancements.

We may in the near future ask you to publish a request for retired pilots to write their Congressmen to support the extension of the bill that allowed those enhancements.

George Leatherbury

DP3 Trustee

DP3 VEBA Vice Chairman

Editor: Thanks George. I made the added past-tense line to indicate that fact.

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From: [Geert Frank](mailto:Geert.Frank)

Date: 6/5/2011 12:24:21 PM

To: mark@pilotcommunication.net

Subject: info

Hi again, I sure cannot complain about the speedy reply. Great and many thanks. Geert Frank

Editor: Geert asked for a little guidance on the non-rev travel thing. So in the last issue we published a little help. Hope it helped.

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Concerning Cell Phone Do Not Call:

From: [Bob Trombly](mailto:Bob.Trombly)

Date: 6/5/2011 10:58:15 AM

To: mark@pilotcommunication.net

Subject: Do not call registry.

Hi Mark,

I just read your most recent mailing, and I think I have found an item which seems to be erroneous and misleading.

The national Do Not Call list is a great protective device, and I think everyone should take advantage of its many benefits. A problem that seems to keep popping up from time to time is influenced by several factors. First, the regulations regarding the registration of telephones, and the protections provided to those units have evolved and improved over the eight years since the FCC started to enforce the law. Second, there are many “old wives tales” and urban legends circulating out there that many people accept because they heard them from a “usually reliable source” (i.e. a friend or family member, etc.).

A quick and painless visit to the national Do Not Call web site is a great way to correct these misconceptions, and reduce the anxiety and stress of living in this crazy world.

When the Do Not Call list was first established in 2003 it was limited to home phones, and for a period of five years. The number would have to be re-registered at its expiration date.

The law was amended in 2007 (and the FCC began to enforce the new statutes in 2008) to include cell phones, and to extend the five year coverage period to **indefinite**. If you have ever registered any of your phones, they are still covered until they are removed from the list by the owner, or the number is taken out of service by the service provider (think splitting or adding area codes in growing communities, etc.)

By the way, the FCC has always prohibited (by law) the use of computerized calling devices by marketing entities when calling personal **cell** phones. So, they would have to hand-dial any calls made to your mobile phone (a very tedious way to sell your product). This does not prevent them from doing it manually, but it does make it very labor intensive.

I think the advice in your article is very timely and useful, but the level of exposure and the potential for being hammered by tele-marketers on ones cell phone are probably a little over-stated. Everyone should use the Do Not Call registry!

Thanks,
Bob Trombly

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From: [Marty D'Arcy](#)

Date: 6/5/2011 5:13:44 PM

To: misc@pilotcommunication.net

Subject: cell phone numbers being given to telemarketers is a false rumor.

Just a quick correction that had been posted to the June 4th PCN - High Life 088 (misc posts) newsletter regarding cell phone numbers being given to telemarketers.

This rumor has been circulating continuously since September 2004. Despite a small grain of truth at its core, it's mostly false, misleading, and outdated.

Here's what you need to know:

Yes, you can add your cell phone number(s) to the National Do Not Call Registry.

No, you won't suddenly be at the mercy of 10,000 telemarketers if you don't.

Contrary to what's claimed in these emails, cell phone numbers aren't about to "go public."

http://urbanlegends.about.com/od/business/a/cell_directory.htm

<http://www.snopes.com/politics/business/cell411.asp>

http://www.usatoday.com/money/industries/telecom/2005-04-17-cell-number-usat_x.htm

Editor: I want to thank Bob and Marty for their well done posts. I will say whatever legend there is or not, I have been getting political and tele-marketing calls on my cell. It may be a legend but I'm just saying.....!

Human Interest:

From: [Edwin Uselmann](#)

Date: 6/11/2011 11:12:59 AM

To: [undisclosed-recipients:](#)

Subject: Completely terrifying. Subject: Watch Tsunami Come Straight At You

GOD, HAVE MERCY ON THEIR SOULS

Just try to imagine the massive, roaring noise of everything being ripped out of the ground, grinding, tearing, coming right at you.....

<http://sg.news.yahoo.com/dramatic-video-japan-tsunami-viral-video-20110417-074110-955.html>

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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From: [Dick Deeds](#)

Date: 6/11/2011 3:49:15 PM

To: [undisclosed-recipients:](#),

Subject: MARK YOUR CALENDAR! Wallybird brunch July 21, 2011. Keep WAL Alive!!!!

From the Wallybird

When: July 21, 2011

Where: Francesco's Restaurant

Francesco's is locate 1 block east of the Hilton Hotel on OAK airport on Hegenberger Road.

Time: 1115

Meal choices are:

Caesar Chicken Salad \$21

Baked Lasagna a la Toscana \$18

Hoagie Sandwich \$16

Meal all inclusive. Your choice of entree, drink, desert and gratuity!

Let start out the new year with a great attendance!!!!

Please RSVP me by noon, Monday (but the earlier the better)

July18 with your menu selection either by email to:

dickdeeds@pacbell.net

or Phone:

408-268-0670

Its a new year! Let's get a big turnout and keep the WAL spirit alive!!!!!!

Dick

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: [carol](#)

Date: 6/7/2011 6:43:00 PM

To: [Undisclosed-Recipient:](#)

Subject: ...a msg from Tom Lazour & Children's Miracle Network Hospitals



A message from DL retiree Tom Lazour, former Delta Air Lines' Olympic and Relationship Marketing Department Manager and now Director, Sponsor Development at Children's Miracle Network and a friend to many at Delta.

THANK YOU for your support!

Carol

Frank 'n' Carol Ann (Legge Wichterman) Faulkner

*Carol...DOE 03-24-69/ Ret. 11-01-02/ MSP-PHX-SLC-PHX

*Frank...DOE 07-21-58/ Ret. 04-01-01/ IDA-PIH-HNL-PHX

WA/DL retirees & DL Pioneers Arizona Sun Catchers Chapter

480-345-2677 carol.n.frank@cox.net 2698 W. Bentrup St., Chandler, AZ 85224-1004

Delta has teamed up with Children's Miracle Network Hospitals to help raise funds and awareness for the 170 hospitals that are part of the Network (Children's Hospital Boston is one).

More than likely many of our former colleagues and friends are familiar with one of the hospitals across North America. I have been with CMNH for the last 6 years and Delta has been a proud sponsor since 1998. Each year, Delta charter's the Champion from each State to visit the President of the United States and Celebration at the Walt Disney World Resort (<http://childrensmiraclenetworkhospitals.org/About/Champions>).

What is the difference between Children's Miracle Network Hospitals and other

children's health related organizations - **all the money raised in the community it is given stays in the community helping the supporter's children's hospital.**

Delta Air Lines' "Month of Miracles" launched on June 1st

During the month of June, Delta is celebrating a Month of Miracles with Children's Miracle Network Hospitals®. Delta is committed to help raise awareness and funds for our 170 children's hospitals across North America saving and improving the lives of as many children as possible.

Right now, there are two ways to participate and help your local Children's Miracle Network Hospital: when you join or renew your membership to the **Delta Sky Club®** using promo code **CMNET** by **June 30, 2011**, you'll get one month free and Delta will donate 10% of the cost to Children's Miracle Network Hospitals on your behalf. And as a SkyMiles member, make a donation of \$50 or more by **June 30th** to help save or improve a child's life and earn 1,000 miles. Please visit www.100millionmiracles.com/delta to donate and learn more about these programs.

Tom

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

From: [FRED MUESEGAES](#)
Date: 6/9/2011 11:02:17 PM
To: [Undisclosed-Recipient:](#)
Subject: Fw: Flying the P-38

Flying the P-38. How cool would this be?

<http://www.youtube.com/watch?v=Y3nddCJbcdI>

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From: [Denny](#)
Date: 6/9/2011 8:23:18 AM
To: mark@pilotcommunication.net

Subject: Fw: In The Hudson River

Mark--This is a re-creation of the US Air landing in Hudson--very well done.

**In the Hudson River!
This is unreal like you are right there.....**

Wow!!!!!!...

Click on link

http://www.youtube.com/watch_popup?v=tE_5eiYn0D0#t=109

Political (food for thought):

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

Oldie but still a goodie!

From: "George Chaudoin" <og1011@comcast.net>

Date: Jun 11, 2011 5:19 PM

Subject: SOUTHERN CHARM

Two informally dressed ladies happened to start up a conversation during an endless wait in the LAX airport.

The first lady was an arrogant California woman married to a wealthy man.

The second was a well mannered elderly woman from the South.

When the conversation centered on whether they had any children, the California woman started by saying, "When my first child was born, my husband built a beautiful mansion for me."

The lady from the South commented, "Well, bless your heart."

The first woman continued, "When my second child was born, my husband bought me a beautiful Mercedes-Benz..

Again, the lady from the South commented, "Well, bless your heart."

The first woman continued boasting, "Then, when my third child was born, my husband bought me this exquisite diamond bracelet.

Yet again, the Southern lady commented, "Well, bless your heart."

The first woman then asked her companion, "What did your husband buy for you when you had your first child?"

"My husband sent me to charm school," declared the Southern lady.

"Charm school?" the first woman cried, "Oh, my God! What on earth for?"

The Southern lady responded, "Well for example, instead of saying, "Who gives a shit?" I learned to say, "Well, bless your heart."

Blue Side Up
George

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From: [dave wall](#)
Date: 6/12/2011 9:21:52 PM
Subject: Bananas & milk duds...

BANANAS & MILK DUDS

Below is an article written by Rick Reilly of Sports Illustrated. He details his experiences when given the opportunity to fly in a F-14 Tomcat. If you aren't laughing out loud by the time you get to 'Milk Duds,' your sense of humor is seriously broken.

'Now this message is for America's most famous athletes:



Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets. Many of you already have. John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity... Move to Guam.

Change your name.

Fake your own death!

Whatever you do.

Do Not Go!!!

I know.

The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should have known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach.

Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger-crippling handshake -- the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way, Fast.

Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ('T-minus 15 seconds and counting.' Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, 'We have liftoff'.

Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning.

'Bananas,' he said.

'For the potassium?' I asked.

'No,' Biff said, 'because they taste about the same coming up as they do going down.'

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast.

(No call sign -- like Crash or Sticky or Leadfoot. But, still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it.

A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would 'egress' me out of the plane at such a velocity that I would be immediately knocked unconscious..

Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14.

Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80.. It was like being on the roller coaster at Six Flags Over Hell. Only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us.



We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6..5 times my body weight was smashing against me, thereby approximating life as Colin Montgomerie.

And I egressed the bananas.

And I egressed the pizza from the night before.

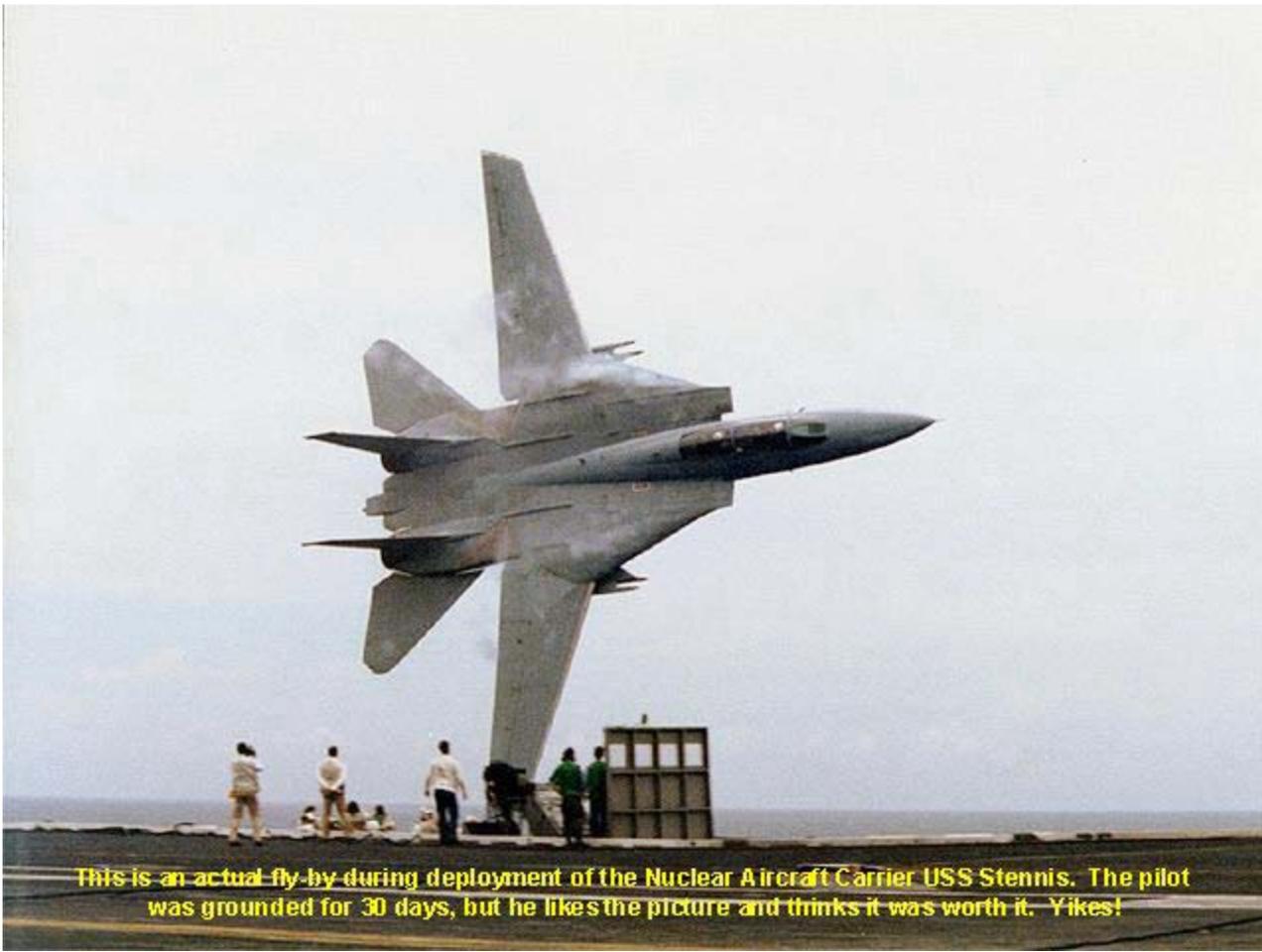
And the lunch before that.

I egressed a box of Milk Duds from the sixth grade.

I made Linda Blair look polite. Because of the G's, I was egressing stuff that never thought would be egressed.

I went through not one airsick bag, but two.

Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down.



I used to know 'cool'. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know 'cool'. Cool is guys like Biff, men with cast-iron stomachs and freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit.

What is it?? I asked.

'Two Bags.'

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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