

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 at a gate on the system somewhere.

Dear PCN (of over 2500 subscribing members),

Group Section.....

Mark's Remarks:

**And Elaina makes 6:**

This summer has been busy. I have been traveling and training and have had parent health issues. What is joy.....pure joy is the time I get with my grandkids! Now, there are 6 and a recent announcement points to 7 soon. Wow! It seemed like yesterday I was a teenager chasing Barb around the farm in MI, my high school sweetheart. Well, a lot of miles and a few years have passed since then, and now I enjoy very much this grandpa thing. Here is 2 month old Elaina (Delta FO Mike & Heather Sztanyo's 5<sup>th</sup>)



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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 ending flights to 24 small cities, many in Midwest

The Business Journal

Date: Friday, July 15, 2011, 4:22pm CDT

[Delta Air Lines Inc.](#)   said it will stop flying to 24 small cities where it has seen weak demand for service.

The markets affected include many in the Midwest, though none in Wisconsin. Service will end to more than a dozen markets in Michigan, Minnesota and Iowa, including Iron Mountain in Michigan's Upper Peninsula along the Wisconsin border.

Thief River Falls, MN TVF	EAS subsidized	12.0% load factor
Greenville, MS GLH	EAS subsidized	27.6% load factor
Devils Lake, ND DVL	EAS subsidized	30.3% load factor

Watertown, SD ATY	EAS subsidized	35.0% load factor
Muscle Shoals, AL MSL	EAS subsidized	35.7% load factor
Fort Dodge, IA FOD	EAS subsidized	39.1% load factor
Hibbing, MN HIB	EAS subsidized	39.2% load factor
Alpena, MI APN	EAS subsidized	39.5% load factor
Tupelo, MS TUP	EAS subsidized	41.0% load factor
Jamestown, ND JMS	EAS subsidized	42.1% load factor
Mason City, IA MCW	EAS subsidized	45.9% load factor
Pierre, SD PIR	Not EAS subsidized	47.4% load factor
Iron Mountain, MI IMT	EAS Subsidized	48.7% load factor
Sioux City, IA SUX	Not EAS subsidized	51.4% load factor
International Falls, MN INL	EAS subsidized	52.5% load factor
Brainerd, MN BRD	Not EAS subsidized	52.6% load factor
Hattiesburg, MS PIB	EAS subsidized	53.7% load factor
Escanaba MI ESC	EAS subsidized	55.2% load factor
Aberdeen, SD ABR	Not EAS subsidized	55.6% load factor
Pellston MI PLN	Not EAS subsidized	58.5% load factor
Bemidji, MN BJI	Not EAS subsidized	59.3% load factor
Sault Ste Marie MI CIU	EAS subsidized	60.0% load factor
Waterloo, IA ALO	Not EAS subsidized	61.4% load factor
Butte, MT BTM	Not EAS subsidized	65.3% load factor

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## BTS: Delta top airline in April

Atlanta Business Chronicle

Date: Thursday, July 14, 2011, 1:18pm EDT

[Delta Air Lines Inc.](#) saw an uptick in passengers in April and carried more total system passengers than any other U.S. airline, the [U.S. Department of Transportation](#)'s Bureau of Transportation Statistics reported Thursday.

The Atlanta-based carrier had about 9.8 million passengers in April, up 3 percent from April 2010.

U.S. airlines combined carried 60.5 million scheduled domestic and international passengers in April - up 1.4 percent from April 2010. The April 2011 passenger total was also 1.7 percent above that of two years ago in April 2009 but remained 4.3 percent below the early recession level of April 2008, BTS noted.

Harstfield-Jackson Atlanta International Airport was the busiest airport in April with 3.6 million passengers coming through -- up 1 percent over April 2010.

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

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

## United owes pension agency \$62.5M in notes

United Continental owes \$62.5 million in notes to pension guarantee agency

On Thursday July 14, 2011, 1:46 pm

CHICAGO (AP) -- United Continental Holdings Inc. said on Thursday that it will issue notes to the Pension Benefit Guaranty Corp. under a series of payouts that could eventually total \$500 million.

The arrangement dates to United Airlines' trip through bankruptcy protection. It terminated its pensions in 2005, handing them over to the PBGC, the federal agency that takes over pension plans when the employer can no longer support them. United emerged from bankruptcy protection in 2006.

The agreement calls for United to issue notes if it meets certain profit goals between 2009 and 2017. That happened for the period that ended June 30, the company said. That means it has to issue \$62.5 million in 8 percent notes by Feb. 14, 2012.

United and Continental merged into one company last year, and the profits from the combined operation were enough to trigger the notes. It said this is the first time it has had to issue the notes.

The notes are one of several special items that will reduce United Continental second-quarter earnings by \$39 million, and earnings for the first half of the year by \$116 million.

The second-quarter charges include a \$49 million expense for the PBGC notes, another \$97 million in integration expenses, as well as \$107 million in revenue from combining the United and Continental frequent flier credit card with Chase, which had previously offered separate cards for United and Continental.

United Continental is set to report second-quarter results on July 21.

On Thursday its shares fell 40 cents to \$21.30 in afternoon trading.

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## Study: Long commutes could fatigue airline pilots

by [Associated Press](#) | Jul 6, 2011 11:21 AM ET

WASHINGTON (AP) — One in five airline pilots lives at least 750 miles from work, according to a study by scientific advisers to the government, raising concerns that long commutes to airports could lead to fatigue in the cockpit.

The calculations were based on home addresses of more than 25,000 pilots. Six percent of pilots listed a primary residence at least 1,500 miles from the airline base where they begin flights, according to a National Research Council report released Wednesday.

Although a significant share of pilots list addresses hundreds of miles from their base, it's not clear that they routinely begin their commutes to work from those addresses, the report said.

Read more: <http://moneywatch.bnet.com/career-advice/news/study-long-commutes-could-fatigue-airline-pilots/6256466/#ixzz1SPJ0zjEC>

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

Date: July 11, 2011

Mark: For my fellow pilots info:

I received a letter from the IRS ( PHL branch) stating for me to contact Delta to obtain a refund for excess FICA withheld. I have contacted DAL and they are now working on it. It would appear that each IRS office gives a different view on the refund. Some have received payments from the IRS, some have been summarily denied and I am told to go after DAL. Hope this helps any other DAL retiree.

Stu Evans  
[hawkeyestu43@yahoo.com](mailto:hawkeyestu43@yahoo.com)  
LAX Capt. retired

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**From:** [Dick Deeds](#)  
**Date:** 7/13/2011 2:52:32 PM  
**To:** [pilots wallybird](#)

**Subject:** IRS SPREADSHEET DATA

### ***From the Wallybird***

Attached is the spreadsheet (excel) showing the number of pilots that received the refund. I've removed all names.

Summary:

Number of pilots Approved=7

Number of pilots Approved from Fresno office = 6

Number of pilots receiving state refund but no IRS refund = 2

Hope this helps.

Dick

Denial/Accept	Office	Reason	Total=	
D		Time Expired	<b>Total=</b>	61
D	Fresno		<b>Fresno</b>	35
D	Fresno		<b>Atlanta</b>	4
O	Fresno			
U	Fresno			
D	Fresno		<b>Approved</b>	
D	Fresno		Fresno	
D	Austin		Fresno	
D	Fresno		Fresno	
D	Fresno		Fresno	
D	Fresno			
D		Medical improperly rept	Fresno	
U	Fresno	Needs 45 Days	Fresno	
A	Fresno			
A				
D	Fresno			
A	Kansas City			
D	Fresno		<b>State Approved</b>	
D	Fresno		Fresno	
D			Atlanta	
D	Fresno			
D	Fresno			
D	Fresno	Late filing		
D	Fresno	Need new W2 from Dal		
D	Hotsvill, NY			
D	Andover, MA			
D/A	Atlanta			
U				
D				
A	Fresno			
D	Memphis			
U	Reno?	Refiling/Incomplete		
D				
U				
D	Atlanta			
U				
D	Fresno			
D	Fresno			
A	Fresno			
D	Fresno			
A-firm State	Fresno			
U	Fresno			
D	Fresno	Appealing		
D	Fresno	Appealing		
D	Salt Lake City			
D	Fresno			
U	Andover/Fresno			
D	Austin	Appealing		

A	Fresno	
D	Fresno	
D		
D	Fresno	Rec 303 filed 4222
D	Fresno	
D	Atalnta	
D	Kansas City	
D	Fresno	
D	Atlanta	
D	Atlanta	
A	Fresno	
D	Fresno	
D	Atlanta	

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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, Aug 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 – VEBA has been created and in effect.

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

Joel Payne

Email [flyplayne@bellsouth.net](mailto:flyplayne@bellsouth.net)

Issue Area

Comments - I recently changed prescriptions with Medco. The other day I got a letter from them stating I was covered under another plan [see back of page]. Back of page had "blanks" where my name should have been. It said I was insured by an outfit called Epic Insurance of NY State. It also said the plan started in 2007 and expired in 2008 and was for NY residents 65 and over. I have NEVER lived in NY. Called Medco and a rep. said he would change the inf. on the computer. I believe this has happened before. A short time later I received an email from a fellow DAL pilot retiree, stating he had received essentially the same notice, except he was also covered by CCRX [old United Health Care]. Medco rep. said they got their inf. from Medicare, but I understand Medicare denies this. **Anybody know what's going on? Is Medco just fishing and trying to deny claims because of SUPPOSED double coverage?** Inquiring minds want to know.

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**From:** [evan.gost](mailto:evan.gost)

**Date:** 7/11/2011 3:37:47 AM

**To:** [Mark.Sztanyo](mailto:Mark.Sztanyo)

**Subject:** Latest information on the D&S Plan

Hi Mark-

Attached is a summary of the latest financial information available relating to the Delta Pilots Disability and Survivorship Plan.

Ev

### FINANCIAL STATUS OF THE D&S PLAN

The latest information available to Plan Participants is contained in the IRS Form 5500 (and accompanying financial statements) for the Plan Year that ended on June 30, 2010. As of June 30, 2010, the D&S Plan had **Assets** valued at **\$989,723,000**; however, the notes to the financial statement included in the tax filing indicate that the Plan Assets increased to approximately **\$1.1 billion** as of Dec 31, 2010. **Plan Benefit Obligations** as of June 30, 2010 increased from \$1.575 billion to **\$1.861 billion**. The significant increase in Plan Benefit Obligations resulted from changes in actuarial assumptions, a reduction in the interest rate (discount rate) from 6.375% to **5.125%**, benefits accumulated and experience of post retirement obligations and assumption of NWA LTD Plan obligations. **The bottom line is that the Assets Available for Benefits as of June 30, 2010, equaled approximately 53.18% of the Plan Benefit Obligations.**

During the Plan Year from July 1, 2009 through June 30, 2010, the Plan paid approximately **\$176.4 million** to Plan Participants and Beneficiaries (including the \$60 million expenditure for pilot sick pay),

approximately **\$4.2 million** in insurance premiums and approximately **\$2.8 million** in administrative, management and investment advisory fees. By April 15, 2011, Delta was required to contribute 4% of the previous year's free cash flow (up to a maximum contribution of \$60 million). Additionally, on a quarterly basis, Delta reimburses the D&S Trust for disability and life insurance benefits paid to any pilot who was on the Northwest Airlines seniority list prior to October 30, 2008.

During the Plan Year from July 1, 2009 to June 30, 2010, **investment gains were \$147.9 million** and **interest and dividend** income equaled approximately **\$4.2 million**.

*Although the information contained herein is believed to be accurate, no warranties or guarantees are made relating to its accuracy. Further information can be obtained by reviewing the annual Form 5500 filed by Delta Air Lines on 4/06/11 which. DDPSA intends to post on its website in the near future ([www.ddpsa.org](http://www.ddpsa.org))*

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**From:** [Kenneth Thomas](#)  
**Date:** 7/10/2011 10:49:59 PM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Survivors Benefits

Mark;

After my question about calculating Survivor's Benefit from Delta Pilot Disability & Survivors Trust, I followed Ev Gost's instructions in your latest High Life 091 and I was able to get an updated estimate of the benefit. Thanks to all that make this communication network so valuable. Ken Thomas

*Editor: Reference HL 091 for Ev's instructions that Capt. Thomas used.*

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:** brian@emerson.com

**Date:** 07/17/11 00:43:13

**To:**

**Subject:** Best S.E. Asia Typhoon Website, from Brian.....

Just learned about this website.

It is from the Philippines and it is the best website around to track the Typhoons out here on this side of the world.

[www.Typhoon2000.ph](http://www.Typhoon2000.ph)

Once you get into the website, simply click on **Track 1, 2, 3**, or "**Multi**" to see the 3 forecasts put together.

You can see by the color code at the top, the storm's intensity and when it will hit where it will hit.

Please enjoy your Typhoon.

It looks like I will just miss the one hitting mainland Japan Tuesday Morning as I escape Kansai on my way to Quingdao, Tokyo, Then across the pond to Arizona.

Brian

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**From:** [smec141@comcast.net](mailto:smec141@comcast.net)

**Date:** 7/11/2011 5:51:49 PM

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

**Subject:** steve winwood

Hi Mark, Great that you're a music fan, and Steve Winwood is certainly a very successful pop musician, however, I wouldn't classify him as a Jazz artist.....Question; what is "blue eyed soul"? Sal

**From:** [smec141@comcast.net](mailto:smec141@comcast.net)

**Date:** 7/11/2011 7:50:04 PM

**To:** [Mark Sztanyo](mailto:Mark.Sztanyo)

**Subject:** Re: steve winwood

Thanks for responding Mark. I have a jazz quartet and somewhat of a jazz snob. As far as the soul thing; without "black eyed soul", there would be no "blue eyed soul". Thanks for keeping everyone in the loop. S.

*Editor: That copy came from wikipedia. I'm not original enough to write it. I do like his stuff. And I agree with you about soul's origin.*

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*Editor: A partial retraction on the Martha Raye story. She did "pull rank" in what amounts to a humorous way, however, her rank was honorary.*

**From:** [skydad@bellsouth.net](mailto:skydad@bellsouth.net)

**Date:** 7/10/2011 10:07:16 PM

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

**Subject:** Martha Raye Story

Hey Mark,

The story about Martha Raye pulling rank was interesting, and here is what TruthOrFiction.com has on their site. Their info is from her biographer.

Richard Warner

#### The Truth:



Noonie Fortin, Martha Raye's biographer told TruthOrFiction.com that Raye was lovingly called "Colonel Maggie" but the rank of Lt. Colonel and membership of the Green Beret Special Forces unit were both honorary. The entertainer was also an honorary Colonel in the United States Marine Corps.

Fortin, who wrote "Memories of Maggie," also said that it was not uncommon for Ms. Raye to jump in to assist in caring for wounded servicemen throughout her history with the USO. Fortin said "She would often pull rank, pointing out the oak leaf or bird on her collar and Green Beret as well as the nurse's emblem. Likewise she often helped out in the surgical units and wards."

The Department of Defense issues non-military identification cards to civilians who accompany armed forces to present in the event of capture. Each card contains the person's name and vital statistics such as height, weight, eye color and blood type. The cards also have what is called a "Geneva Conventions category." Category IV issued to such volunteers which is a rank equivalent to majors, lieutenant-colonels, colonels.

Fortin told TruthOrFiction.com that "Maggie took it a step further and began wearing a uniform with the rank on it. As time progressed so did the honorary rank she held. By the time Vietnam ended she was a Lieutenant Colonel for the Army and Colonel for the Marines but wasn't really a member of either branch. Everything was honorary titles including the ribbons that she would often wear though some years later were actually awarded to her."

Raye received numerous awards and commendations from the military in appreciation for her years of service and in 1993, President Bill Clinton awarded the entertainer with the Presidential Medal of Freedom.

Raye died on the 19th October, 1994 and was buried among veterans of many wars at the Fort Bragg Cemetery in Fayetteville, NC. Special request had been made for her to be buried there since she wasn't military.

#### Human Interest:

**From:** [prw56@mail.com](mailto:prw56@mail.com)

**Date:** 7/15/2011 11:52:18 AM

**Subject:** Fw: Singing bird pistols

This is a short video on a pair of 200+ year-old mechanical singing bird pistols; whether or not you are an antique gun aficionado, you'll be glad you took a moment to watch. They are like great paintings. . . . only on a much grander scale.

These pistols sold two days ago for \$5.8 million.

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**From:** [Louis M. Fielack](#)  
**Date:** 7/10/2011 9:04:09 PM  
**To:** [undisclosed-recipients:](#)  
**Subject:** A VA hospital visit

I've got to warn you, this is not easy to read... ..

=====  
This was written by friend and Vietnam Vet...Ken Kalish. Ken has a farm Minn... and raises Lamas among other things... He saw a lot of combat and has the talent to write about it...

**So, today was tiring.** I left the farm at nine for the Minneapolis VA, just shy of 220 miles south of here. I walked into the clinic at exactly one, the prescribed sign-in for my 1:15 appointment. Of course, it is also 220 miles from the VA to the farm. I got back just as President Obama began his Afghanistan speech. Almost eight hours on the road. I get paid mileage for traveling POV. To draw the pay, though, I have to get a travel chit from the appointment desk when my appointment is finished. Nice lady, pretty quick on the paperwork. A few minutes later I was at the authorization office. I pulled a number from the red doohickey, 77, and looked up to see which number was being served – 70. It shouldn't take too long, right?  
Wrong. 70 was still at the desk ten minutes later. I looked up to try and figure out what the hang-up was, and at first I didn't see anything out of the ordinary.  
70 was a twenty-something kid wearing a red USMC tee shirt, a pair of khaki shorts, and a black baseball cap with the letters USMC embroidered across the cap's sizing strap. The part in his dark hair ran straight up from his collar. There was a black brace of some sort that began just below his right knee and crawled up his leg to disappear under the shorts. Nothing unusual there. Every other person at the VA wears some kind of prosthetic, right?  
But something wasn't right, so I looked back up at his cap. That part in his hair. It was almost an inch wide, exposing very new, very pink skin. He turned slightly to use his left hand to point out something for the clerk. He had to use his left hand. When he turned I could see his right hand was permanently curled into a loose, boney fist. His thin right arm was frozen against his ribs, locked in that awkward 45-degree angle every medic recognizes immediately as the protective pose of one who has a fracture. Those khaki shorts hitched up and snagged on the top of the brace revealing another pink scar, an angry, wide corkscrew running from his thigh to below the right knee.  
I heard him say "no" to the clerk, that single syllable reminiscent of the nasal speech of a cleft-palate student I once tutored. The right side of his face smiled at her as he tried one more time to explain why his mailing address was no longer the long-term VA dorm.  
He turned to the dozen of us waiting outside the door to say "Thorry," then went back to the task of finishing his paperwork. I mumbled something inane like "No sweat," and one or two others mumbled something. The tab machine recycled beyond 00 and was patiently waiting for someone to take 06. Just like when we were back in uniform, there's always a degree of grumbling when a line of crotchety disabled vets has to wait for something so simple as getting a piece of paper. Not this time, though. Not a whisper.  
It is going to take a lot of surgery to finish the reconstruction of the left side of his face. A flap of skin has been sewn over his empty left eye socket. There's a crater where the left corner of his jaw used to be. His nose looks like someone tried to smear it sideways with a hot iron.  
The office supervisor finally realized what kind of logjam was being created in the hall, so she fired up four more stations. It was the station next to 70 that called my number. I zipped through my paperwork and got mine just as 70 got his. It had been twenty minutes for him, maybe two for me. 70 leaned to his left to jerk his right leg around so he could head for the door and make it to the pay window.  
"Thorry," he said again.  
"No," I said, "there's nothing to be sorry about. Thanks."  
I softly patted his left shoulder; not knowing what kind of painful horror might be hidden under that red shirt, and waited for him to go ahead of me into the hall. The next guy in line was a fat wheelchair driver who, according to his cap, was a Korea vet. He huffed and grunted as he backed his extra-wide chair into the line at the door, pushing the others back so the kid could get by unhindered.  
"78," one of the clerks called out.  
"Hold yer horses" hollered the fat guy.

70 and I walked the fifty feet or so to the pay window where four others were lined up to take care of their pharmacy copays. Two windows were open, one served by a fiftyish balding guy and the other by a beautiful young brunette. The guy who would be next at the woman's window was a tiny octogenarian wearing a WW II vet cap, and he watched 70 come down the hall. When she asked for the old guy's paperwork he pretended to fumble with his wallet, and then waved 70 to the window.

The right side of 70's face smiled brightly at the woman. "You're gorgeous," 70 exclaimed. The words were mauled by his injured mouth, but she understood.

"So are you," she said, not missing a beat as she took his paperwork and examined his ID card. "And you look better now than you look in this picture."

He laughed. She counted out the bills and change for him, he said "Thanks," and then he walked jerkily away.

He laughed. He thanked people. He apologized. It was his outside they had destroyed with that IED, not his spirit.

There is a moment the people in live theater call "the holy moment," that brief pause between the end of a great performance and the beginning of an audience's applause. There was a holy moment as we watched him move down the hall in search of his ride home.

We didn't applaud or try to shake his withered right hand. I think I was the only person to actually speak to him or touch him, but as he walked past those of us still in line almost every one of us looked directly into his destroyed face, nodded a silent greeting, and smiled – and the right side of his face smiled back at every one of us.

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

**From:** [Harrison Jones](#)

**Date:** 7/12/2011 11:00:50 AM

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

**Subject:** Pilot published books

Hey Mark,

My name is Bob Jones (ret. MD-11 2003) and I've had two aviation novels published that I would like to have listed on the pilot's published book page.

*Equal Time Point* (2009 by Tate Publishing)

*Shadow Flight* (2011 by BluewaterPress LLC)

I use Harrison Jones as my author's name and my website is <http://www.harrisonjones.org> Shadow Flight was just released July first and I would very much appreciate the listing.

Thanks for all you do.

Bob

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

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

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

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**From:** [DWSkjerven@aol.com](mailto:DWSkjerven@aol.com)  
**Date:** 7/17/2011 12:08:48 PM

**Subject:** 3rd Thursday of the Month ORD DC-9 Layover

This coming **Thursday the 21st** is the 3rd Thursday of the month and time to see if you can still layover the old DC-9 way of cheap beer, great pizza and fantastic war stories. As always, everyone is invited so bring a friend, spouse, camp follower, or whatever to this fun filled event Thursday at 19:00 at Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL or about 1/2 mile north of the Lake In The Hills airport. I'm sure our special waitress Imelda after the fantastic surprise we had for her last month will still be giving out great big Thanks You's if you missed last month. See you there, David W. Skjerven

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**From:** [Roger Lewis](mailto:Roger.Lewis)  
**Date:** 7/16/2011 10:07:28 PM  
**Subject:** FW: Bum Lunch Wednesday July

**Lunch**  
**Wednesday**  
**July 20th**  
**Golden Corral, Grapevine, TX**  
**11AM**  
**Good Food – Great Company**  
**If you show up of course!**  
[redsplitwindow@gmail.com](mailto:redsplitwindow@gmail.com)

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**From:** [Bean, Judy M](mailto:Bean, Judy M)  
**Date:** 7/11/2011 11:26:41 AM  
**To:** [Bean, Judy M](mailto:Bean, Judy M)

**Subject:** Christmas in July in the Museum Store  
It's never too early to start your holiday shopping so come on in and check this out.

From July 12<sup>th</sup>-31<sup>st</sup>, all Radko and Chemart ornaments will be reduced 25% from their original price. (These discounts apply to store purchases only.)

The Museum Store is located in Historic Hangar 1 at Delta's general office complex. Store hours are Monday-Thursday, 9a-4p.

Hope to see you soon,  
Judy

Judy Bean  
Delta Heritage Museum Store Manager  
404-773-1219  
[judy.m.bean@delta.com](mailto:judy.m.bean@delta.com)

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

Good Deal/Bad Deal (Share a quick good deal or bad deal you have found – no commercials here!)

If you have something you represent that has a commercial interest, place it in the new service of [PCN Ads](#). Designed especially for our group but available to the industry. Registration is free and so are some ads. The rest start as low as \$5. Enter you promo in [PCN Ads](#).

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

*Editor: Ken sent some interesting old photos that I couldn't post in the newsletter but uploaded to a web album instead.*

**From:** [Ken](#)

**Date:** 7/15/2011 11:06:30 AM

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

**Subject:** Airline Flashback Time....

Might interest some???

<https://picasaweb.google.com/pcn767/AirlineFlashback?authuser=0&authkey=Gv1sRgClbKpb7xzcWA3wE&feat=directlink>

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**From:** [Lane Browne](#)

**Date:** 7/14/2011 4:01:33 PM

**Subject:** Fw: Boeing 787 Wing Loading Test

I had sent the 787 wing-loading test information to Alex because he is soon going to school on the airplane.

He is currently instructing on the 747-800 in Seattle.

He sent back this brief info on the 787 systems and thought you might find it interesting. LB

----- Original Message -----

**From:** Alex **To:** '[Lane Browne](#)'

**Sent:** Saturday, July 02, 2011 8:41 AM

**Subject:** RE: Boeing 787 Wing Loading Test

Thanks Lane:

Pretty amazing technology we have now. I would love to see what the next 100 years will bring.

I have been pre-studying the 787 and bleed air is only used for engine nacelle ant-ice and engine core ant-ice and that is the extent that bleed air is used.

Everything else is electric. There are 3 PMGs (Permanent Magnet Generators), 6 235 Vac variable frequency starter/generators (2 per engine and 2 for the APU ), 4 main AC Busses (L1, L2, R1, R2), 2 Power Conversion Devices that convert 235 Vac to 115Vac and 28Vdc, a Large Motor Power System that uses 235 Vac for the big stuff like Hydraulic pumps, Cabin Air Compressors, Nitrogen Generation System, etc (12 loads total), 1 RAT, 1 APU, 3 external power receptacles (2 forward, 1 aft, left side), and 17 RPDUs (Remote Power Distribution Units) which provide power to stuff that is 10 amps or less, approximately 900 loads, anything more than 10 amps gets its power directly from the 115Vac Bus. You can see this is a highly electric airplane.

I thought you would get a kick out of this. You would have a field day outlining this electrical system on a white board.

Alex

Political (food for thought):

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

**From:** [Lane Browne](#)

**Date:** 7/12/2011 12:25:32 AM

**Subject:** 3D Printer

This is one of the most remarkable new devices that I have seen!!! Lane

[You will not believe this .....](#) (*Editor: I still don't!*)

<http://www.youtube.com/watch?v=ZboxMsSz5Aw>

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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!*

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