

PCN Services – High Life *Newsletter, News, Events, Deaths, Illness Notices & PCN Ads & Calendar.* Note: Notices from major sections are distributed by separate email address to allow our subscribers the ability to customize and filter notices not desired.

Large web community for one of world's largest airlines

High Life



For all Delta people who have truly touched the *High Life!*

Above shot on final into SLC.

Dear PCN (of over 2500 subscribing members),

Group Section.....

Mark's Remarks:

Early Saturday Publishing:

Had to come out a little early with this one due to travel. I hope you weren't waiting 'til Sunday to send it in. If so we will get it posted next week. Thanks

+++++

Beta Testing a New Format:

The current method of archiving individual pdf files of our newsletter is better than a hole in the head. But I have been forced by some members to expand my desire for the communications. Some of the features that I think could improve everyone's experience may be available in a new format. Anyway, that is a longwinded way to say right around the 100th issue we may see something new. Wish me luck.

+++++

Volunteer Early Retirements:

Well, there were 163 that grabbed the chance on this recent push. Here is a chart that you may wish to take a look at:

http://pcn.homestead.com/files/Misc_Docs/RI_Report_11-06_--_Voluntary_Program.pdf

+++++

And the world turns:

What you've seen happen in MSY, DFW, even some in LAX we have really seen in CVG. Once a vibrant and going operation with an average of 60 operations per hour, now looks like a ghost town. The local airport board has just named a new CEO for CVG and according to this article is bullish: <http://news.cincinnati.com/article/20110719/BIZ01/307190022/High-hopes-McGraw> She will need to be. The bid D has made its decision and CVG is not in it. The airport board and many local taxpayers have been left with a big liability. Here is a pic I took with my phone this week (sorry it is a little far away, but you still can see empty gates). Concourse C is closed. Concourse A is closed and as you can see Concourse B is limping along.



+++++

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.

+++++

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](#)

DOT proposes Delta/US Airways swap

Washington Business Journal - by Jeff Clabaugh

Date: Thursday, July 21, 2011, 5:55pm EDT

The U.S. Department of Transportation will allow [US Airways Inc.](#) and [Delta Air Lines Inc.](#) to exchange some of their operating rights at Reagan National Airport and LaGuardia Airport, subject to several conditions, the latest chapter in a two-year negotiation between the airlines and the government.

DOT, which is seeking public comment on its proposal, said the conditions are designed to protect consumers.

Under the government's latest proposal, Delta and US Air would be required to jointly give up eight pairs of daily slots at National and 16 pairs at LaGuardia, down from DOT's original requirement that the two airlines divest a total of 34 pairs of slots at the two airports.

The airlines eventually dropped their request, calling the government's requirements unworkable, but [revived the swap proposal in May](#), agreeing to divest as many as 24 slots to airlines with limited or no service at the two airports.

Read more: <http://www.bizjournals.com/washington/news/2011/07/21/dot-proposes-deltaus-airways-swap.html>

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

AMR Falls to 23-Month Low as Jet Order Can't Dispel Loss Concern

By Mary Schlangenstein - Jul 21, 2011

American Airlines parent [AMR Corp. \(AMR\)](#) fell to its lowest level in 23 months in New York trading after the money-losing carrier's record jet order failed to calm investor concerns about its future.

James M. Higgins, a Ticonderoga Securities LLC analyst, cut his rating on AMR to "sell" from "neutral," reduced his price target for the shares to \$3 and widened loss estimates for both this year and next.

"In an uncertain environment, where the economic outlook is cloudy yet fuel prices remain stubbornly high, there is simply too much downside leverage in AMR shares for our comfort," Higgins said in a note to investors today.

AMR announced the order for 460 Boeing Co. and Airbus SAS jets yesterday, the same day it unveiled a planned spinoff of its American Eagle regional unit and said its second-quarter loss widened to \$286 million. Rivals [United Continental Holdings Inc. \(UAL\)](#), [US Airways Group Inc. \(LCC\)](#) and [Alaska Air Group Inc. \(ALK\)](#) today reported quarterly profits higher than analysts expected.

Read More: <http://www.bloomberg.com/news/2011-07-21/amr-falls-to-23-month-low-as-jet-order-can-t-dispel-loss-concern.html?cmpid=yhoo>

+++++

AMR makes Boeing, Airbus share huge plane order

On Wednesday July 20, 2011, 3:57 pm EDT

By Marice Richter

DALLAS (Reuters) - American Airlines split a giant order for 460 single-aisle jets worth up to \$40 billion between Boeing Co (NYSE:[BA](#) - [News](#)) and its European rival Airbus <="" with="" relationship="" exclusive="" an="" off="" breaking="">

The record-large order placed by the AMR Corp (NYSE:[AMR](#) - [News](#)) unit gives Airbus a stronger foothold in U.S. markets. The deal also rapidly refreshes American Airlines' aging fleet with more fuel-efficient planes to better compete with U.S. rivals.

For Boeing, the order is a bittersweet victory, marking the end of an exclusivity deal with American Airlines. The U.S. plane maker sealed its portion of the order by offering to put a new engine in its best-selling 737, retreating from a more ambitious plan to completely redesign the plane.

"My initial reaction is, 'Wow, what a big deal!'" said Alex Hamilton, managing director of EarlyBirdCapital. "I think that speaks to the underlying robustness of the cycle, if you will, just because it's the largest order in aircraft history."

"I think it's a marginal victory for Boeing," he said. "From a marketing standpoint it's a big deal for Airbus."

The deal, which calls for American to buy 200 Boeing 737s and 260 Airbus A320s, comes after tense haggling as American Airlines played the world's two largest plane makers off against each other to win concessions from each. Including purchase options, the deal potentially could total more than 900 planes.

Read more: <http://finance.yahoo.com/news/AMR-makes-Boeing-Airbus-share-rb-3478761731.html?x=0&.v=9>

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

+++++

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.

+++++

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

From: [Cliff Judkins](#)

Date: 7/17/2011 10:14:51 PM

To: mark@pilotcommunication.net

Subject: Additional insurance coverage (Medco sez)

Like Joel Payne, Medco contacted us, claiming that Medicare informed them that my wife has perscription drug coverage with another carrier besides Medco. I contacted Medco to check on their claim. They (Medco) says that my wife has TriCare coverage also. I informed the Medco person that TriCare is for military retirees, and since my wife`s only uniformed service was with the Brownies when she was 6 years old, I didn`t think that would entitle her to TriCare coverage. Something strange is going on at Medicare or Medco, or both. Cliff Judkins

The following may help Cliff and others:

[Medco Coordination of Benefits Letters Received by Trust Prescription Drug Plan Members](#)

The Insurance Trust for Delta Retirees has been made aware that some Plan Members are receiving letters from Medco stating that CMS (Centers for

Medicare and Medicaid Services) has record of the Member having other health care coverage.

This letter is a result of an annual 4 month process beginning in late April and running through late August. The timing of the letters is based on when Medco receives notification of other coverage from CMS. Medco is required by CMS to send these letters. Information about other coverage may or may not be accurate, as it is pulled from a nationwide database.

If you receive a letter, please do not be alarmed. Call a Personal Health Advocate at 1-877-325-7265, Option 2. The representative will stay on the line with you and call CMS, to be sure that your records are updated accordingly.

You may also contact Medco's Customer Service Coordination of Benefits Call Center at 1-866-318-0814 from 8:00 a.m. to 9:00 p.m., Eastern Standard Time, Monday through Friday. TTY/TDD users should call 1-800-716-3231.

+++++

URGENT ACTION ALERT

July 22, 2011

To all retired Delta pilots:

I am pleased to announce that the National Retiree Legislative Network ([NRLN](#)) has come to the aid of the retired Delta pilots by activating their Grassroots Network in an effort to prevent the elimination of the Health Coverage Tax Credit (HCTC) on January 1, 2014. While many of you are over age 65 and on Medicare, the HCTC provides a huge benefit for retired Delta pilots and their dependents under age 65 because they have had their Delta-provided healthcare benefits substantially reduced. As a reminder, during bankruptcy Delta restructured the healthcare benefits for those under age 65 to save the corporation millions of dollars annually by taking advantage of the HCTC program. The untimely elimination of this program will cost a retired pilot and spouse at least \$1,000 per month for healthcare insurance until they become Medicare eligible.

The NRLN CAPWIZ system makes it extremely easy to send a message to your elected representatives. All you need to do is [click on this link](#) and enter your zip code. While a sample message to your elected representatives is included, if you are a first-time user of the CAPWIZ system, you will be required to enter your contact information. (Once you use system the first time, you have the option to have CAPWIZ remember all of your contact information so the next time you respond to an Action Alert, the information will automatically be filled in for you.)

Please take action now to support yourself or your fellow pilots! The DP3 VEBA healthcare plan, which qualifies for the HCTC, has provided affordable medical benefits to hundreds of retired Delta pilots and their families.

Thank you for your continued support.

Will Buergey
Chairman, DP3

Our fax numbers are [888-505-1242](tel:888-505-1242) & [678-493-8616](tel: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

+++++

From: [NRLN President Bill Kadereit](#)

Date: 7/21/2011 12:13:29 PM

To: [Mark Sztanyo](#)

Subject: NRLN Action Alert: Preserve Health Care Tax Credit (HCTC) for Retirees

NRLN Action Alert:

Preserve Health Care Tax Credit (HCTC) for Retirees

The House, Senate and the Administration are about to make a stealth move to take away Health Care Tax Credits (HCTC) provided to retirees whose companies have either survived or failed as a result of bankruptcy. Tens of thousands of Delta Air Line pilots, members of the NRLN, and Delphi retirees, along with other current and prospective retirees will lose their HCTC eligibility on January 1, 2014 if Congress and the President sign a bill that contains this provision.

Please send the NRLN's sample letter (shown below) to your Representative, Senators and President Obama.

[Click here](#) to access the NRLN Action Alert. Look for the Action Alert headline: PRESERVE HEALTH CARE TAX CREDIT (HCTC) FOR RETIREES. Click on the "Take Action" button. On the next screen, type in your zip code and click "GO" to identify your Representative and Senators, plus President Obama and access the sample letter. Personalize the letter with your own comments.

If you have a problem accessing the Action Alert with the above link, go to <http://www.nrln.org> and click on the "Take Action Now" headline at the top of the NRLN website's home page.

It would also help to visit your Representative's and Senators' local offices or call their Washington, DC or state/district office. Use the information in the sample letter to ask him or her to preserve HCTC for retirees. [Click here](#) to access the NRLN website to find your Representative's and Senators' office locations and phone numbers.

We need the support of all of our Grassroots Network members and we need you to encourage your friends to sign up as Grassroots Network members at <http://capwiz.com/abtr/mlm/signup/>. Not only do we need you and your friends to email letters to Washington and talk with your members of Congress, we also need your financial support through an individual member contribution of \$25, \$50, \$75 or more. Any amount you can contribute will be appreciated. You may make your check or money order payable to **NRLN, Inc.** and mail it along with the Membership Contribution Form at: <http://www.nrln.org/printad.htm>. Or, you may make your contribution online with your credit card on the NRLN website at <http://www.nrln.org> by clicking on the "Memberships" icon at the top of the home page and selecting the "Support the NRLN" link.

Bill Kadereit, President
National Retiree Legislative Network

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!)

+++++

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: [JACK MEREDITH](#)

Date: 7/19/2011 2:52:27 PM

To: misc@pilotcommunication.net

Subject: Non-Rev Horror Story

Just thought I would pass this along so others can be aware. I was in Johannesburg, South Africa (JNB) attempting to non-rev home to ATL. I spoke to a Delta agent at the airport (5 PM) and asked about the availability of getting on the flight for that day (8:30 PM departure). She looked at the computer and said that I would probably get on that day in Coach, but that the NEXT day there were 9 seats in Business class and 31 in Coach and only 3 non-revs with higher priority (S3). With this being a 16 hour nonstop, I elected to get a hotel room for the night and hopefully get a Business seat on the following day.

I had to check out of my room at 11 AM and got to the airport at 1 PM. I was the 2nd person in line at the Delta check-in counter at 4:30. I was told to come back to the counter area at 7:15 and they would let me know something. At 7:10 I came back to a mostly deserted check-in area, and made eye contact with the agent there. She then called me over and issued me a boarding pass for seat 17G. I asked if this was in Business class and she said, no. I then asked what happened to all of the Business class seats and she said I would have to talk to the supervisor at the gate. I went to the gate after two security screenings and a pat down, and asked to see the supervisor. He advised that they could not put me in Business class for weight and balance reasons. I said that I could move up to business class after takeoff, and he said, no that is not allowed under any circumstances. I then asked to talk to the Captain, and he made some phone calls. He then called me over and said that he had called Atlanta and they said that I could not ride in Business class again referring to weight and balance. The supervisor also stated that the Captain would not come up to talk to me. He told me that they had accommodated the 3 active S3 employees. I then asked if I could have bought a ticket for Business class and he said yes, but that now it was too late. I then boarded the plane and asked a flight attendant if I could speak to the Captain. During my conversation with the flight attendant, she told me that there had been memos sent addressing this issue and that they were told not to put retirees in Business class. She left and then called me up to the cockpit. When I went to the flight deck, before I could open my mouth, the Captain told me that there was no way that I would be riding in Business class and was totally unsympathetic with my request to the point of being rude. I then went to my assigned seat in Coach. I had wasted over 24 hours of my time and several hundred dollars in hotel and food expenses for nothing! I would just like to know the rules of the game. Is there some policy official or unofficial that is preventing S3B passengers from riding in Business class? I was on the airport standby list over 4 hours early. They knew I was there and they made no attempt to adjust the weight so that I could be accommodated. Yet they would have SOLD a Business class ticket. The airplane departed with 6 EMPTY Business class seats! There was a PA from the cockpit shortly after takeoff stating that the airplane gross weight at takeoff was 860,000 pounds. I am sure that my 160 pounds at 17G instead of 10A allowed this to occur.

Another from a friend:

From: [Robert Adam](#)

Date: 7/19/2011 7:29:46 PM

To: [PCN Misc](#)

Cc: readam@att.net

Subject: Re: Non-Rev Horror Story

Mark,

If true about retirees not being allowed in business class, even with seats available, WHAT A SLAP IN THE FACE TO US!!! No, I don't buy the weight & balance excuse. Here's MY story, long but true.

Took my wife and daughter to Sydney for my daughters college graduation present, a once in a lifetime trip. Carefully checked listings to ensure our best chances to get in business class for the 17 hour flight. Got there OK. Had a wonderful 10 days in Australia. While there, heard that a volcano ash cloud from Chile had shut down airports in New Zealand, Tasmania, and even Melbourne and Sydney for one day. We were not leaving for 5 more days so thought everything would work itself out. Again, carefully checked listings for our departure day. The following day looked much better so we spent another night. Things in Australia are expensive! Hotel rooms, good ones, average \$260 a night and meals about \$40 per person. Got to the airport about 7am for the 10am flight to LAX. There were already at least 20 non-revs there for what was supposed to be about 10 open seats. Don't know where they all came from at the last minute because they were not listed on TravelNet. Heard one kid say his Dad was a pilot and he was on an S-2 and had stood by for 3 days and still can't get on. The plane went out full with no non-revs. Heard other non-revs say they had ZED tickets on other airlines and they were all overbooked also. Agent says the flights were full for the next 7 days. Now it wasn't about getting business class but just getting home to

Cincinnati. Asked the agent about getting a ZED fare on another airline. The agents in Australia are all contracted so their least priority is non-revs. In fact they immediately change uniforms after the Delta flight leaves and are now working for United, or Emirates, or some other airline. The only way to get a ZED fare is downtown Sydney at the CTO. Fortunately there still is a CTO in SYD. So, a \$45 cab ride downtown, \$260 hotel room, \$120 meal, and I get to the CTO before they close at 4pm. Get three ZED fares on United from SYD to LAX, about \$750. Now we at least have a back-up. Next morning, \$45 cab ride to airport, about 30 non-revs now hanging around, all complaining about not getting on flights for 3 or 4 days even though TravelNet shows seats open. Once again the flight leaves with only one non-rev getting on, the S-2 kid. Now everyone's in a panic. There's talk from some of the more savvy folks, mostly male flight attendants, about using ZED fares to Tokyo or Hawaii

on any airline to get back to the States. One guy's talking about going through Africa. I hear our back-up

flight to LAX on United at 1pm is oversold but the 2:45 UAL to SFO has a few seats remaining. My ZED tickets are to LAX. What to do! I run to the train that runs from SYD to downtown and get a round trip ticket to James Station which is only 4 blocks from the CTO. Get to the CTO and buy two more ZED fares, United to SFO, and Qantas to HNL. For the three of us another \$1600. I get back to the airport. Wife says UAL to LAX overbooked but UAL to SFO has seats. As we are standing by we see several of the Delta non-revs who gave up and purchased full fare tickets on United for about \$2200 one way to SFO. Not worried, they were probably ahead of us anyway. Thank the Lord, we get on the United flight to SFO. SSDD, middle seats each between fat smelly people for 15 hours but we are happy. Get to SFO and have 1 hour to make our Delta flight at 1pm to CVG. Got to get bags, go through customs, run from one end of terminal to other, etc.. We miss the flight and the next one is the all nighter at 12:30am. Spend the day in the airport. SFO airport sucks! Supposed to be a few seats open on the all-nighter. It goes out full with no non-revs on. Everything else for the next week looks bad going anywhere. Next flight at 5:30am to DTW and then 6:30 to ATL. Both overbooked. Spend night in SFO airport. Standby for the 5:30am to DTW. We are the last three people called and get the last three seats in coach. Hey we are getting closer to home every day. At least from Detroit we could drive if we had to. Guess what? We almost had to. We couldn't get on any flight from DTW to CVG. Finally, the last flight got everybody boarded except us three. The agent said there were three first class passengers still not checked in. He called their names at least four times on the airport PA. Finally he turned to us and said "it's your lucky day"! He gave us the three first class seats and we were on our way home after three days of little sleep, no showers or baths, actually more like four days considering the time changes. On that :45 ComAir from DTW to CVG I had two Scotches and the F/A gave me one to go! I deserved more!

Life Section...

Misc Posts:

From: [R Wayne](#)
Date: 7/23/2011 3:32:54 AM
To: ['Mark Sztanyo'](#)
Subject: DELTA PERKS HAVE ARRIVED...

Well, I'm just beside myself with glee as today the Pony Express arrived way out here at Fort Vancouver, WA. Oh just what we

have all been waiting for since the bankruptcy, "Delta Perks" have arrived. Let me see, just how much I really want to invest

in insurance sponsored by the company that "Sierra Hoteled" the lot of us!? If Alice had to leave this world, glad it was before the

final hammer dropped on 1Oct 2006 since she loved Delta as much as anyone.

Roger Wayne Murphy

Vancouver, WA

+++++

Joel Payne
Email flyplayne@bellsouth.net
Issue Area General

Comments - I sat down recently and had a talk with an older gentleman in our church. He will be 90 this month. A small hunched over quiet guy who uses a walker now to get around. He still has a sparkle in his eye, a smile on his face and is sharp as a tack. From someone else I found out that this gentleman, one Charles Robbins by name, had served in WWII. At about the same time, I found an organization called Honor Flight whose goal it is to get as many WWII vets to D.C. as possible to see the WWII Memorial. It's a 1 day trip and the vets go for free. I asked Charles if he had served in the Pacific. Very quietly he said " No, actually I was in North Africa for a while, then Sicily, then Italy, a few weeks in England, then France on D-Day and parachuted into Holland". He had been a Sergeant in the 82nd Airborne! I was blown away.

The wife and I helped him fill out the application for the trip at the rest home where he now lives. His wife of 57 years passed away a few years ago. He called the other day to say his application had been accepted. He is really excited at the prospect of going and I'm proud to have made his acquaintance. There aren't many of them left.

If anyone else knows of a deserving vet, more information may be found at the following web site

www.honorflight.org

Joel Payne B-767A [ret.]

+++++

From: [H DONALD HULL](#)

Date: 7/21/2011 9:12:25 AM

To: mark@pilotcommunication.net

Subject: hctc survey

The survey is not in my email. Can you show me how to find it?

Many thanks,

Don

Editor: DP3 has now published the survey on their homepage. <http://www.dp3.org/>

+++++

Dave Skilling

Email abbyndavid@aol.com

Issue Area General

Comments - I enjoyed the article about Martha Raye in the last PCN. Her "commision" that was mentioned came in the form of a Dept of Defense ID Geneva Convention card produced for civilians overseas in the service of DOD (don't know if they still do that). I was "commisioned" when I served as a Civil Reserve Air Fleet pilot with Northwest during Bush I's war to kick Saddam out of Kuwait. I think the card says I was a captain - I still have the card somewhere, I'll have to look it up. As I remember, Delta was also activated for the CRAF, so many of you also were "commissioned" (or "recommisioned"). Riddle: If you were a capt once on USAF active duty, once for CRAF, and on two NWA airplanes, are you a capt to the fourth power?!

Dave Skilling abbyndavid@aol.com

Editor: to your question.....I don't know Capt. Capt. Capt. Capt Skilling!

Human Interest:

From: [Lane Browne](#)

Date: 7/23/2011 2:14:15 PM

Subject: This is neat for the Commander and Chief

Great wounded warrior story!

<http://www.youtube.com/watch?v=8TiGYDvc4IU&sns=fb>

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

Don't forget when looking for a good read.....try out our home grown authors. This is a diverse and talented group and many of these works are outstanding (I won't say which ones). Check out our page of group authors (with some recent additions) and buy a gift or download to kindle. Let's get reading!

<http://pcn.homestead.com/Authors.html>

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](#).

+++++

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) :

From: <DWSkierven@aol.com>
Date: Jul 21, 2011 4:19 PM
Subject: So you want to be a Navy pilot??!!

The Greatest Show on Earth, Carrier Aviation!

<http://www.youtube.com/watch?v=415HQ1t2ZNI>

+++++

From: <DWSkierven@aol.com>
Date: Jul 21, 2011 3:58 PM
Subject: USAF Museum..Amazing Virtual Tour

USAF Museum..Amazing Virtual Tour

I've never seen a computer tour like this--utterly amazing!
This will keep you off the streets for a while...

This might be one of the most advanced sites I have ever been in.

Click on the MAP in the upper right hand corner to bring down a visual menu of the different sites within the museum, then click on a dot within that site to view the exhibits from that camera angle and then follow (click on) the arrows. You can run your mouse over the aircraft and it can tell you what it is and in some cases you can click it and find out even more on the plane.

<http://www.nmusafvirtualtour.com/full/tour-pkg.html>

+++++

From: [Bruce Cullen](#)
Date: 7/21/2011 6:49:48 PM
To:
Subject: Shuttle cockpit interactive

Just click on picture (mouse over controls at bottom) and move the mouse in any direction to scan. Scroll in all directions.

Don't forget to look at the ceiling! Really cool.

http://360vr.com/2011/06/22-discovery-flight-deck-opf_6236/index.html

+++++

From: [Lane Browne](#)

Date: 7/19/2011 11:43:06 PM

Subject: B-17 Liberty Belle

Statement from Liberty Foundation Chief Pilot:

June 14, 2011 -- First, let me start off by sincerely thanking everyone for the outpouring of support that we are receiving. I am sorry that I have not yet had the opportunity to return the many phone calls, text or e-mails that I am receiving offering to help. Again, thank you for all of the kind words that we are receiving and for incredible offers to help emotionally, financially and/or with the recovery process. I hope this statement will help fill in a few details that everyone is wondering about that led to the loss of our "Liberty Belle".

Yesterday (June 13, 2011) morning, both our P-40 and B-17 were scheduled to fly from Aurora, Illinois to Indianapolis, Indiana. We were in Aurora for the weekend as a part of our scheduled tour. Over the course of the previous week, we completed a scheduled 25-hour inspection on the B-17 which was completed by Saturday. On Saturday, the weather stayed below the required ceiling to give any passenger flights, however the B-17 flew in the morning on a routine training proficiency flight, performing several patterns.

Following the flight, other maintenance issues arose that required us to cancel our Sunday flying schedule for repairs. The maintenance performed has not been, in any way, associated to the chain of events that led to Monday's fateful flight, but is being considered in the preliminary investigation.

However, due to the media's sensational (mis)reporting, there is a large amount of misinformation that continues to lead the news.

Here is what we do know... Flying in the left seat of the B-17 was Capt. John Hess. John has been flying our Liberty Belle since 2005 and one of our most experienced B-17 pilots. He is an active Delta Air Lines Captain with over 14,000 hours of flying experience and flies a variety of vintage WWII aircraft. In the right seat was Bud Sittic. While Bud is new to the Liberty Foundation this year, he is also incredibly experienced with over 14,000 hours of flying time in vintage and hi-performance aircraft. He is a retired Captain with Delta Air Lines.

The news misidentified the P-40 as flying chase during the accident. I was flying our P-40, however I had departed 20 minutes prior to the B-17's takeoff on the short flight to Indianapolis to setup for the B-17's arrival.

The aircraft flying chase was a T-6 Texan flown by owner Cullen Underwood. Cullen is one of our rated B-17 Captains and an experienced aviator tagging along as a support ship.

The takeoff of both aircraft was uneventful and proceeded on-course southeast. Prior to exiting Aurora's airport traffic area, the B-17 crew and passengers began investigating an acrid smell and started a turn back to the airport. Almost immediately thereafter, Cullen spotted flames coming from the left wing and reported over the radio that they were on fire.

As all pilots know, there are few emergency situations that are more critical than having an in-flight fire. While an in-flight fire is extremely rare, it can (and sometimes does) indiscriminately affect aircraft of any age or type. In-flight fires have led to the loss of not only aircraft, but often can result in catastrophic loss of life. It requires an immediate action on the flight crew, as the integrity of aircraft structure, systems and critical components are in question.

Directly below the B-17 was a farmer's field and the decision was made to land immediately. Approximately 1 minute and 40 seconds from the radio report of the fire, the B-17 was down safely on the field. Within that 1:40 time frame, the crew shutdown and feathered the number 2 engine, activated the engine's fire suppression system, lowered the landing gear and performed an on-speed landing. Bringing the B-17 to a quick stop, the crew and passengers quickly and safely exited the aircraft. Overhead in the T-6, Cullen professionally coordinated and directed the firefighting equipment which was dispatched by Aurora Tower to the landing location.

Unlike the sensational photos that you have all seen of the completely burned B-17 on the news, you will see from photos taken by our crew that our Liberty Belle was undamaged by the forced landing and at the time of landing, the wing fire damage was relatively small. The crew actually unloaded bags, then had the horrible task of watching the aircraft slowly burn while waiting for the fire trucks to arrive. There were high hopes that the fire would be extinguished quickly and the damage would be repairable. Those hopes were diminished as the fire trucks deemed the field too soft to cross due to the area's recent rainfall. So while standing by our burning B-17 and watching the fire trucks parked at the field's edge, they sadly watched the wing fire spread to the aircraft's fuel cells and, of course, you all have seen the end result. There is no doubt that had the fire equipment been able to reach our aircraft, the fire would have been quickly extinguished and our Liberty Belle would have been repaired to continue her worthwhile mission.

Let me go on the record by thanking the flight crew for their professionalism. Their actions were nothing short of heroic and their quick thinking, actions and experience led to a "successful" outcome to this serious in-flight emergency. John and Bud (and Cullen) did a remarkable job under extreme circumstances and performed spectacularly. While the leading news stories have repeatedly reported the "crash" of our B-17, fact is they made a successful forced landing and the aircraft was ultimately consumed by fire. Airplanes are replaceable but people are not and while the aircraft's loss is tragic, it was a successful result.

This leads me into discussing the exceptional safety record of the Boeing B-17 and to hopefully squash the naysayers who preach we should not be flying these types of aircraft. Since we first flew the "Liberty Belle" in December of 2004, we have flown over 20,000 passengers throughout the country and, if you count our historic trip to Europe in 2008, worldwide. Of the other touring B-17s, some of which that have been touring for over 20 years, they have safely flown hundreds of thousands of people. The aircraft's safety record is spectacular and I am certain the overall cause of our issue, which is under investigation, will not tarnish that safety record. In fact, as many of you know, other B-17 have suffered significant damage (although not as bad as ours!), only to be re-built to fly again. From a passenger carrying standpoint, I can think of few aircraft that offer the same level of safety as the 4-engine "Flying Fortress". As mentioned earlier, in-flight fires are extremely rare and certainly could affect any powered aircraft under certain circumstances. I would put my children today in any of the other touring B-17s to go fly. I suggest to anyone that was thinking of doing so when a B-17 visits your area to do so without giving our loss any thought.

There is wild speculation going on as to the cause of our fire and the

affect to other operators. Please let the investigation run its course and report the findings. The NTSB and FAA were quickly on the scene and we are working closely with them to aid in the investigation. As soon as we receive some additional information, we will release it via the website.

The ultimate question remains, where does the Liberty Foundation go from here? After the investigation and recovery, we will determine our options. We are still committed to the restoration and flying of World War II aircraft. Again, we appreciate the support and people offering to help get us back flying.

Please check back for updates. I will close by thanking everyone that made our tour so successful. From the first day of the B-17's restoration, thank you for all of you who labored to get her flying over the initial restoration years and to everyone that has worked on her out on tour since. Thank you to the crewmembers, tour coordinators and volunteers who gave up weekends and countless hours to support her on the road. And finally, thank you to the passengers, donors and media patrons that flew aboard and everyone who supported our cause. Hopefully, this will not be the end of the story, but a new beginning.

http://www.libertyfoundation.org/libertybelle20110613a_600.jpg

Regards,

Ray Fowler

The Liberty Foundation, Chief Pilot





+++++

From: Slicksmom007@aol.com

Date: 7/23/2011 3:31:17 AM

To: marksztanyo@gmail.com

Subject: Some Observations on Flying

- A good simulator check ride is like a successful surgery on a dead body.- Asking a pilot what he thinks about the FAA is like asking a tree what it thinks about dogs.
- An airline pilot is a confused soul who talks about women when flying, and about flying when he's with a woman.
- The only thing worse than a captain who never flew as a copilot is a copilot who once was a captain.
- Experience is gained through making mistakes. Mistakes are caused by a lack of experience
- Hand-flying an ILS in a gusty crosswind is easier than adjusting the shower controls in a layover hotel.
- A smooth touchdown in a simulator is as exciting as kissing your sister.
- Most airline crew food tastes like warmed-over chicken because that's what it is.
- Everything is accomplished through teamwork until some- thing goes wrong.....then one pilot gets all the blame.
- Standard checklist practice requires pilots to read to each other procedures used every day...and recite from memory those which are only needed once every five years.
- A crew scheduler has to be the kind of person who wakes his wife at midnight to carry out the garbage, then sends her back to let the cat in.
- An FAA investigation is conducted by a few non-flying experts who take six months to itemize the mistakes made by a crew who had six seconds to react to the emergency.
- Unlike flight crew members, jet engines stop whining when the plane arrives at the gate.
- A good flight attendant says, "Good morning, Captain." A great flight attendant says, "It's morning, Captain".

- Pigs don't become pilots when they drink.
- A dispatcher's desk has never run out of fuel.

Political (food for thought):

Editor: don't share this pessimistic old guy's view but some may relate.

From: <CaptGrumps@aol.com>

Date: Jul 21, 2011 3:50 PM

Subject: I'm 77 and I'm Tired

To: <nscgeorge2@gmail.com>

Not composed by me, but I'm happy to acknowledge ownership of this piece of old man's gripe.

This should be required reading for every man, woman and child in the UK , United States of America , Canada , Australia and New Zealand etc.

"I'm 75 and I'm Tired"

I'm 77. Except for brief period in the 50's when I was doing my National Service, I've worked hard since I was 17. Except for some serious health challenges, I put in 50-hour weeks, and didn't call in sick in nearly 40 years. I made a reasonable salary, but I didn't inherit my job or my income, and I worked to get where I am. Given the economy, it looks as though retirement was a bad idea, and I'm tired. Very tired.

I'm tired of being told that I have to "spread the wealth" to people who don't have my work ethic. I'm tired of being told the government will take the money I earned, by force if necessary, and give it to people too lazy to earn it.

I'm tired of being told that Islam is a "Religion of Peace," when every day I can read dozens of stories of Muslim men killing their sisters, wives and daughters for their family "honour"; of Muslims rioting over some slight offense; of Muslims murdering Christian and Jews because they aren't "believers"; of Muslims burning schools for girls; of Muslims stoning teenage rape victims to death for "adultery"; of Muslims mutilating the genitals of little girls; all in the name of Allah, because the Qur'an and Shari'a law tells them to.

I'm tired of being told that out of "tolerance for other cultures" we must let Saudi Arabia and other Arab countries use our oil money to fund mosques and madrassa Islamic schools to preach hate in Australia, New Zealand, UK, America and Canada, while no one from these countries are allowed to fund a church, synagogue or religious school in Saudi Arabia or any other Arab country to teach love and tolerance.

I'm tired of being told I must lower my living standard to fight global warming, which no one is allowed to debate.

I'm tired of being told that drug addicts have a disease, and I must help support and treat them, and pay for the damage they do. Did a giant germ rush out of a dark alley, grab them, and stuff white powder up their noses or stick a needle in their arm while they tried to fight it off?

I'm tired of hearing wealthy athletes, entertainers and politicians of all parties talking about innocent mistakes, stupid mistakes or youthful mistakes, when we all know they think their only mistake was getting caught. I'm tired of people with a sense of entitlement, rich or poor.

I'm really tired of people who don't take responsibility for their lives and actions. I'm tired of hearing them blame the government, or discrimination or big-whatever for their problems.

Yes, I'm damn tired. But I'm also glad to be 77... Because, mostly, I'm not going to have to see the world these people are making. I'm just sorry for my grandkids and their children.

+++++

From: [Lane Browne](#)
Date: 7/19/2011 11:24:22 PM
Subject: The Secret Powers of Time

Very interesting thoughts about today's culture, schools and life in general.

<http://www.youtube.com/watch?v=A3oliH7BLmg>

+++++

From: [Michael Magon](#)
Date: 7/18/2011 4:55:38 AM
To: [Mark Sztanyo](#)
Subject: You will be so ticked off while watching this!

https://www.youtube.com/watch?feature=player_embedded&v=fu6ok5ykyuQ

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

From: skydad@bellsouth.net
Date: 7/22/2011 9:30:17 PM
To: mark@pilotcommunication.net
Subject: Delta announces new benefits

Hey Mark,

A friend who used to fly for Eastern sent me this and I was thinking, that just maybe with the institution of this program, Delta will finally be able to afford to pay us our full retirement benefits.

Richard Warner

**Delta Airlines Benefits Department Announces New Benefits for Delta And Delta Connection Flight Attendants:
The "Fly 'Til You Die" program**

Many flight Attendants have expressed concern about the retirement benefits changes. Management understands these concerns and has developed this new program to assist Flight Attendants in their Golden years.

The "Fly 'Til You Die" program will eliminate the need for retirement benefits altogether! The "Fly 'Til You! Die" program is designed to assist Flight Attendants who are over age 75.

Benefits Include:

A handicapped parking pass for the employee lot.

Large print OBM's (On-Board Manuals)

Discounts on prescription bifocals and walkers.

Low impact senior aerobics at select layover hotels ..

Up to four sick calls per year before disciplinary procedures begin, and up to two weeks un-paid leave for hip surgery.

Priority seating areas while waiting for domicile elevators.

Unlimited re -takes on Jet Recurrent proficiency tests

Gate to gate wheelchair assistance for connections under 1:45.

Un-challenged orthopedic uniform shoe exceptions .

Free shuttle service to work from your nursing home.

**Expanded death benefits for Flight Attendants who expire while on duty.
(Excludes deadheading)**

Delta Airlines has developed this industry-leading benefit program because we recognize the importance of all our front-line employees, and appreciate your contributions and experience.

Benefits subject to change or cancellation at any time without prior notice.

Mark

Mark Sztanyo (Stăn'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.

=====
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/>

To assure receiving the High Life set spam filters to accept from @pilotcommunication.net.

To [Unsubscribe](#) simply click and send with unsubscribe in subject line and please help the PCN improve by adding a reason.