

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 of Mt Hood on PDX departure.

Dear PCN (of over 2500 subscribing members),

Group Section.....

Mark's Remarks:

Problem with PCN Ad's Server: *Temporarily Not Revisable*

If you have tried to log in lately to the classified ads site it has been giving me fits. Something got messed up on the server and I will have to try and sort that out as it will not let new ads be posted nor revisions to old ones. Bear with me on this and I will try to get it fixed soon.

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Reminder of 'some' FREE gogo inflight internet aboard DAL:

My laptop had become a notebook and now my notebook has become a NetBook. Want to know some advantages. Well, I can do anything that I did on either of the predecessors, with a couple of nice features. Here they are: CHEAPER, LIGHTER, SMALLER, and you don't have to pull a netbook for TSA. That use to be a pain. So all in all a big win for 'have computer will travel' kind of guys.

One other thing. I am writing this from FL350 DH'ing on way to LAS after having just checked availability and schedule on a few flights. You can get on the gogo inflight wifi on Delta FREE, if you are looking at any "delta.com" domain. When you connect to gogo, it will ask you for a sign in or info so it can charge. Skip that page and click on any Delta link that you have like DeltaNet, or Delta.com, etc. Those will open without any cost. Why is that important? Well, it isn't really unless you wish to change a flight, check on availability, find out gate info, check your skymiles account, etc. If you are in that boat, it comes in kind of handy.

As a side this netbook was under \$400, 4G of DRAM memory and 500GB of HDD with a enlarged HD 11.6" screen. I think I am in love (again).

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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 Air Lines: A Well Run Company That Is Seriously Undervalued

By David Sterman

When investors think about "swinging for the fences," they usually need to seek out risky small companies that are undiscovered and poised to take Wall Street by surprise. Yet there's another way to find a "home-run stock" -- by looking for large, well-established companies that have moved deeply out of favor and figure out what it will take that stock to move back into favor. This approach requires ample patience, perhaps a year or two, but the upside can be significant if your analysis is correct.

Right now, there's a company that dominates its industry, has tremendous earnings power when industry trends are favorable and is still in the midst of a far-reaching transformation that will unlock more profits when it's complete. I'm talking about **Delta Air Lines (NYSE: [DAL](#))**. Shares touched an 18-month low on Wednesday. The carrier is being hit will all kinds of challenges, but these challenges are surmountable. And when they pass, shares could double from here. Doing so would simply bring the stock back to its 52-week high hit last November.

The best horse in the race

Just last week, I took a deep look at rival **AMR (NYSE: [AMR](#))**, parent of American Airlines, and found the company to be in such trouble that [bankruptcy is a real possibility](#) in coming years. In so many respects, [Delta](#) is strong where AMR is weak. This means Delta should survive in a lousy economy and thrive in a rising economy.

Read more: <http://seekingalpha.com/article/283452-delta-air-lines-a-well-run-company-that-is-seriously-undervalued?source=yahoo>

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Delta Aircraft Collide on Tarmac at Chicago's O'Hare Airport

Two [Delta Air Lines Inc. \(DAL\)](#) planes collided on the taxiway at [Chicago's O'Hare International Airport](#) yesterday, the fourth incident in four months involving the carrier's aircraft.

Delta Flight No. 2207, which was scheduled for [Minneapolis](#), and Flight No. 1777, headed to Atlanta, had a "taxiway incursion," said Delta spokeswoman Chris Kelly Singley. She didn't know the full extent of the damage to the aircraft.

After the incident, which occurred about 7:30 p.m. local time, the passengers of both planes were removed and rescheduled on other Delta flights or those of another airlines last night and this morning, Kelly Singley said. No injuries were reported, said Karen Pride, a spokeswoman for the Chicago Department of Aviation.

"Delta's No. 1 priority is safety," Kelly Singley said in a telephone interview.

Earlier this month, a Delta wide-body plane struck the tail of a smaller jet from regional partner Atlantic Southeast Airlines as they prepared for takeoff from [Boston's Logan Airport](#).

In April, a Bombardier CRJ-700 from Delta's Comair unit was clipped by the wing of an Air France Airbus SAS A380 superjumbo at [New York's John F. Kennedy International Airport](#), spinning the smaller plane and 66 occupants through 90 degrees.

A month later, the wing of a Delta Boeing 737 struck the tail of another at Atlanta Hartsfield-Jackson Airport, Delta's hometown hub.

"Each of the incidents is being looked at individually, and by no means do we believe we have a trend," said Kelly Singley.

Read more: <http://www.bloomberg.com/news/2011-07-30/delta-aircraft-collide-on-tarmac-at-chicago-s-o-hare-airport.html?cmpid=yhoo>

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Delta's Second Quarter Results Reflect Airline Industry's Struggles

by: Valuentum July 28, 2011

Delta ([DAL](#)) reported poor second-quarter [results](#) Wednesday that revealed the major carrier's continued battle with high jet fuel costs. Total operating revenue expanded 12% thanks to double-digit enhancement in yield (pricing), but operating income plummeted roughly 44% from the same period a year ago as it faced a fuel bill that was more than \$1 billion higher.

The company plans to cut its December quarter capacity (seats) by as much as 4%-5% on a year-over-year basis, an extra percentage point greater than it originally planned. We view this as

necessary given the global economic environment and general weakness in load factor (capacity utilization) – which fell 1.3 percentage points during the period.

We believe Delta is one of the better-positioned major carriers due to its cost structure and even greater weakness of its peers – [AMR](#) in [particular](#) – and we’re content with the carrier’s free cash flow generation in the quarter, which hit about \$700 million.

In all, we continue to believe that investors should steer clear of airline stocks.

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

July 29, 2011, 1:24 p.m. EDT

Budget fight costs FAA millions in lost revenue

By [Christopher Hinton](#), MarketWatch

WASHINGTON (MarketWatch) — The Federal Aviation Administration remained partially closed on Friday, putting tens of thousands of people out of work and depriving the government of more than \$200 million in tax revenue.

Though the weeklong closure is due to a congressional fight over last-minute provisions in the agency’s authorization bill and not the talks on raising the debt ceiling, it nonetheless shows how government gridlock can hurt the economy. [Read the latest from MarketWatch on the debt-ceiling talks](#).

Work related to more than \$7 billion worth of multi-year manufacturing contracts were halted as result of the FAA closure, including upgrades to the nation’s air traffic control system, said industry sources. About \$2.5 billion in airport construction projects have also stopped.

Read More: <http://www.marketwatch.com/story/budget-fight-costs-faa-millions-stocks-slump-2011-07-29?siteid=yhoof>

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

From: [Earl Wycoff](#)
Date: 7/26/2011 1:36:55 PM
To: mark@pilotcommunication.net
Subject: 2007 tax returns

Mark,

One more satisfied customer from Bill Whalen. Last week the Atlanta office agreed with my corrected return and refunded more than \$10,000 in overpaid taxes and accumulated interest. As a side note, I did not pay for the service until receiving the amended return for filing, but was treated as a paid up customer although his health problems and work load held up delivery of the forms until the 15th of April. But as others have reported they received the same service. All in all, I think the man is doing us a good service and although not every form has had success, he is still in there plugging for us and trying to get all of us money that is rightfully ours.

The form 843 claim was rejected by Fresno IRS but I understand that I will be included in the appeal that Bill will be making, health permitting.

Earl Wycoff
Destin, FL

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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. [2010 Status of D&S Plan](#)

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):

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: skydad@bellsouth.net
Date: 7/28/2011 11:00:36 PM

To: mark@pilotcommunication.net

Subject: FW: Pilots Versus Pilots - Years of Waiting in TWA Lawsuit

Mark,

A friend of mine who flew for Eastern and of course got the shaft, sent me this. Its kind of interesting and kind of reminds me of the way ALPA sold us down the drain. You may have already seen this.

Richard Warner

TIDBIT:

- When it comes to the merger of [American Airlines](#) and TWA 10 years ago, a federal jury has determined that the [TWA](#) pilots were indeed wronged by their union, the [Air Line Pilots Association](#).
- In brief, the TWA pilots claimed that ALPA betrayed them by promising not to fight American Airline's in-house union, the [Allied Pilots Association](#), even though APA was insisting all the TWA pilots must go to the bottom of the seniority list.
- Why would ALPA do this? Because it was hoping that when the dust settled, APA would mosey on over and rejoin ALPA, which it had left in 1963. The eleven thousand American pilots would have been an eye-popping infusion of new dues-paying members.

ALPA/APA CREED: I am *NOT* my brother's keeper and it follows that:

Of all men's words

There are none so fine,

As these three words...

I'VE GOT MINE

Pilots Versus Pilots - Years of Waiting in TWA Lawsuit

Posted: 7/20/11 04:29 PM ET

Just because airline pilots are prone to complain, doesn't mean that sometimes they don't have a legitimate beef. When it comes to the merger of [American Airlines](#) and TWA 10 years ago, a federal jury has determined that the [TWA](#) pilots were indeed wronged by their union, the [Air Line Pilots Association](#).

Just how the union acted against the interests of its members is described in court documents. But in brief, the TWA pilots claimed that ALPA betrayed them by promising not to fight American Airline's in-house union, the [Allied Pilots Association](#), even though APA was insisting all the TWA pilots must go to the bottom of the seniority list. Why would ALPA do this? Because it was hoping that when the dust settled, APA would mosey on over and rejoin ALPA, which it had left in 1963. The eleven thousand American pilots would have been an eye-popping infusion of new dues-paying members.

Lee Scham an expert who testified in the case put it this way, "ALPA would be motivated to avoid the alienation of APA - the future prize - by minimizing the advocacy of TWA pilots.

There were more than 2,200 TWA pilots at the time American agreed to buy out the financially troubled aviation pioneer, once owned by [Howard Hughes](#). If the TWA pilots went to the bottom of the seniority list, they would be the first furloughed if things in the

industry went bad. After September 11 things went very bad indeed and 1,200 of the former TWA pilots lost their jobs.

Alan Altman, now employed by [JetBlue](#) was one of them. He had been a first officer at TWA on the [B767](#) at the time of the merger. When the TWA pilots found themselves far below new hires at American, and getting laid off while junior American pilots continued to fly, Alan said it was "a horrible experience," pointing out the irony of TWA's long standing involvement with the eighty year old union.

"Here we are, a founding member of ALPA and when we needed them, they turned their backs on us."

I sent emails to ALPA's spokeswoman and the union's lawyer Steven Fram, but neither replied to my questions. From what I can cull from their filings in the lawsuit though, the union's defense was that TWA pilots needed to take a glass-is-half-full approach to their situation with APA.

ALPA claimed that if the pilots hadn't accepted the my-way-or-the-highway stance of APA the entire merger would have gone down the drain. Without American willing to pick up the shreds of the battered airline, it would have gone out of business. Where would TWA pilots have been then?

Nope, it is not a pretty picture this view of a union more obsessed with its own coffers than the survival of two thousand of its members - not a flattering look at APA either with its its take-it-or-leave-it intransigence.

But its the TWA pilots who are having the next-to-the-last laugh now. Last Wednesday, lawyers Allen Press and Joe Jacobson returned to St. Louis from New Jersey where the jury handed them their victory. They were greeted at the airport by some of the pilots they represent. Alan Altman described the mood as "unbelievable" and "amazing" before concluding, "I can't even describe the feeling."

It may feel good to have a jury confirm that an injustice has been done. But it doesn't put a dime into the pockets of the pilots. That won't happen until lawyers begin the complicated process of calculating - pilot by pilot - what each *might* have made if some more equitable form of integration had taken place back in 2000.

Allen Press won't name a sum, but suggests the financial harm to his clients has been "huge." Having worked for a while with trial lawyers, I'm guessing Press will likely ask the court for many millions and just as likely **it will be years before the final sum is determined and the case is closed.**

But there is no reason for other airlines, with mergers in the wings, not to pay attention to what a jury has unanimously determined to be unfair and keep that firmly in mind when its time to integrate their own pilot groups.

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From: Yorkieatl@aol.com

Date: 7/29/2011 2:15:53 PM

To:

Subject: Employee Service Center introduces new log-in for easier access

July 29, 2011

Employees, retirees and survivors who call Delta's Employee Service Center at 1-800-MY DELTA (1-800-693-3582) now will use a new log-in designed to make getting information easier and faster.

Calling the ESC has been simplified and enhanced with new menu prompts streamlined to meet the needs of the caller based on the log-in information provided. The changes are also designed to reduce the time required to navigate the system.

Using the new process, those calling the ESC now will log in using their nine-digit Delta Primary Pass Rider number and their birth date rather than their Pass Eligibility Date. The birth date entry should be four digits: two digits each for the date and the month. Callers will then follow the audible prompts, and their call will be routed to the customer service representative best able to provide assistance.

ESC representatives are available Monday through Friday from 8 a.m. to 5 p.m. ET, except on holidays. They provide assistance with health and insurance benefits, payroll issues, travel privileges and retirement questions. **Users can also reach the ESC by email at esc.delta@delta.com.**

Answers to many Human Resources questions are available on the Employee Connection page from the Employee Info tab on DeltaNet.

[Badge cards](#) explaining the new log-in process are attached for active employees and retirees. You might want to print and save these for future use.

Here is the link to contact instructions:

http://pcn.homestead.com/files/Misc_Docs/HowtocontactmyDelta2011.pdf

J J Maynard

From: [Tom Tedder](#)
Date: 7/27/2011 7:24:15 AM
To: misc@pilotcommunication.net
Cc: judytedder@aol.com
Subject: RAP of DALRC

Mark

I am Captain Tom Tedder, Retired in 2002 (767-ER ATL.) My wife, Judy has been elected to the RAP (**Retiree Assistance Ptrogram**) of DALRC and asked me to send the enclosed letter to you in hopes that you will include with your next news letter. We feel that this is an important program and so many people do not know about it.

Tom Tedder
DALRC Retiree Assistance Program, Inc.
950 Eagle's Landing Parkway, # 109
Stockbridge, GA 30281
www.dalrc.org

July 26, 2011

Ladies & Gentlemen of the Community of Retirees:

The new Board of Directors of the DALRC Retiree Assistance Program, Inc. (RAP) is pleased to announce the revamping of its hardship assistance program. Members of the new RAP Board are Roger Nix – Chair, Judy Aleman – Vice Chair, Bill Cress – Treasurer, Jean Smith – Secretary, Bill Selby, Sandy Phillips, Judy Tedder and John Ritter. We have reached an organizational and resource level allowing us to go forward with promoting the availability of assistance grants to qualified pilot and non-pilot retirees, spouses, survivors and expand our fund raising efforts.

Many individuals in the “Community of Retirees” are not aware of the existence of RAP or aware of the benefits that can be provided to those who may have fallen on financial hard times due to unforeseen health related circumstances. The guidelines are quite simple, but specific, as to who qualifies and for how much. The guidelines and an application for assistance are posted on our website. Go to dalrc.org and click the RAP tab at the top of the home page.

As you can imagine, a program such as this requires money. Many retirees and survivors generously donate to this fund. Donations are tax deductible. If you are not already contributing to RAP, please do so. Donations may be made by check or automatically deducted monthly from your retirement or survivor check. If you would like to donate, please e-mail roger.nix@dalrc.org and a form will be sent to you. At this point we ask that you do not use our current website to donate by credit card. A brand new website will be up and running in less than a month and credit card donation functionally will be available.

If you have thoughts or suggestions about the RAP program, I would like to hear from you. Please e-mail roger.nix@dalrcmail.org.

Kindest regards,

Roger H. Nix

Chair – Board of Directors

DALRC Retiree Assistance Program, Inc.

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From: Gregory Barber

Date: 7/24/2011 9:00:46 AM

To: misc@pilotcommunication.net

Subject: BDL and QADRO

Mark,

I am one of the many retirees with a QADRO. I have been waiting somewhat patiently for my BDL. I called the PBGC last week and was told that all QADRO letters would go out in 2 mailings, mid Aug and mid Sept.

I asked if she knew when mine would go out, but she didn't. She said she would find out and call back the next morning and true to her word, she called and advised that I was in the first group and to expect the BDL in mid Aug.

Hope her information was correct and we all finally get resolution to this issue.

Greg Barber

NYC, 767A, Retired

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Richard Pepper
Email repilot@bellsout.net
Issue Area - Pension

Comments - Can anyone recommend a good lawyer in Henderson, NV? I contracted with Mr. Whalen to handle my appeals. He sent me the Form 843 which I sent to the IRS. They denied my claim saying it should be submitted on a 1040X form. I sent this letter and all the info to him in April. To date I have heard nothing from him after repeated attempts.

I had to inquire back about the Form 1040X that had to do with the FICA and Medicare claim. They said they didn't have my full 2007 tax return which I had sent them in January, return receipt requested. Because I had to resend the return, they sent it back the completed Form 1040X, to me with a letter dated April 15 which I received on April 16 after the Post Office had closed. The return was due by midnight on April 15th. I did send it to the IRS on Monday the 18th as they had granted an extension for 2010 returns, however, they denied my claim as being sent in after the deadline. I have received no communications from him since the April 15th letter. I feel he is culpable for the denial of my claims as I had no follow through and timely returns.

As far as I am concerned it was a complete scam, whereas he did do some work, but no meaningful follow through.

Richard Pepper

Human Interest:

Pearl Harbor Visit Spurs Reason to Include Following Link:

I just returned from a Pearl Harbor visit. I spent the whole day at the memorial. It was amazing, sobering, frightening, maddening, and over-the-top encouraging in presence of the American resilience. When I returned fresh with all these emotions in my mind, Lois Fielack sent me this document about the plans for a Japanese invasion. Here is the link to this interesting read:

http://pcn.homestead.com/files/Misc_Files/JapanInvasionPlan01.PDF

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From: [Kenneth Thomas](#)

Date: 7/17/2011 6:04:34 PM

Subject: Fwd: Vietnam Wall -- THIS IS AMAZING

This is truly an amazing web site; I found my former F-4 back-seater that was shot down in 1966 while on a mission with another squadron mate. Pass this web site along to someone who may have friends and wants to get info on their bio, medals, etc. Ken

Subject: Vietnam Wall -- THIS IS AMAZING

Hi Ken,

FYI, I looked up Roger Stearns from our squadron. Great web site. Ken

This is really sobering. Click on the link and find the city you went to high school and look at the names.

Click on the name and it will give details of the death.

Vietnam Wall

First click on a state. When it opens, scroll down to the city and the names will appear. Then click on their names. It should show you a picture of the person, or at least their bio and medals. This really is an amazing web site. Someone spent a lot of time and effort to create it.

I hope that everyone who receives this appreciates what those who served in Vietnam sacrificed for our country.

The link below is a virtual wall of all those lost during the Vietnam war with the names, bio's and other information on our lost heroes.

Those who remember that time frame, or perhaps lost friends or family can look them up on this site.

Pass the link on to others, as many knew wonderful people whose names are listed.

<http://www.virtualwall.org/iStates.htm>

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From: Livefreeandfly@aol.com

Date: 7/31/2011 4:26:15 PM

To:

Subject: Where our military headstones come from

Very informative and touching!

Where our military headstones come from

A great story. I found this to be very interesting and I think you might also.

I often wondered where and how our military headstones were made

Click on the link below turn up sound very interesting regarding marble.

<http://www.cbsnews.com/video/watch/?id=7367662n>

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

From: [Jack Saux](#)

Date: 7/24/2011 2:16:43 PM

To: mark@pilotcommunication.net

Subject: Novels by Delta Pilots

Mark, I have two novels for you to consider adding to your list.

"**Clueless in New Orleans, Adventures in Adolescence**" written by Jack Saux, published as a paperback by Arthur Hardy Enterprises. This is available in Louisiana book stores and on Amazon.

"**The Pilot and the Fairy Princess**" also written by Jack Saux and published by Arthur Hardy Enterprises. This is only available as an e book from Amazon.

The website to read about the books is www.jacksaux.com

Thanks,

Jack.

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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DELTA ORD FLY-IN SEPT 14, 2011

GOOD MORNING EVERYBODY,

BELOW ARE TWO EMAILS FROM CAPT JIM WALTERS WHO, ALONG WITH HIS LOVELY WIFE, PEG, WILL BE HOSTING THIS YEAR'S [WORLD FAMOUS DELTA ORD FLY-IN ON WEDNESDAY, SEPT 14, 2011.](#)

I WILL ONCE AGAIN MAINTAIN THE ATTENDEE LIST. PLEASE RESPOND TO MY EMAIL ADDRESS WITH YOUR NAME AND TOTAL NUMBER IN YOUR PARTY (INCLUDING YOU). AUGUST 31ST IS THE DEADLINE FOR CATERING PURPOSES.

THIS IS THE FIRST OF A SERIES OF NOTICES WHICH WILL INCREASE IN FREQUENCY AS THE DEADLINE APPROACHES BECAUSE WE KNOW ABOUT THE PROCRASTINATORS IN THIS GROUP. IT IS THE SAME GUYS WHO SPENT THE NIGHT BEFORE THEIR SIMULATOR CHECK PUTTING IN THE LAST SIX MONTHS OF JEP REVISIONS.

HAVE A GOOD WEEKEND.

Leo

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

From: [Thomas Walters](#)

Date: 7/26/2011 10:30:15 PM

To: misc@pilotcommunication.net

Subject: David Boaz

Does anyone out there know of or how to contact **David Boaz**. My Navy friend, Dick Luthi, is trying to locate him (they were in VA-93 together way back).

Thanks again.

Dave Waters

thomw1@swbell.net

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

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

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

From: [Lane Browne](#)
Date: 7/26/2011 11:22:35 PM
Subject: Phantom Ray makes first flight

Subject: Phantom Ray makes first flight
http://www.boeing.com/Features/2011/05/bds_phantom_ray_first_flight_05_04_11.html

Press Release

May 3, 2011

GE Powers First Flight of Boeing Phantom Ray Unmanned Demo Aircraft
--CINCINNATI, OH -- An F404-GE-102D engine (11,000 lb. pound class) and Advanced Systems Power Distribution Units (ASPDUs) combined to power the Boeing Phantom Ray unmanned airborne system in its successful first flight on April 27 at NASA's Dryden Research Center at Edwards Air Force Base, California, marking the start of a test program that could support a variety of unmanned missions including surveillance/reconnaissance, suppression of enemy air defenses and aerial refuelling. First flight, which lasted for 17 minutes, was characterized by smooth takeoff, operation and landing. The aircraft flew to 7,500 feet and reached a speed of 178 knots.

"The engine operated flawlessly from start-up, through maneuvering and recovery, further validating the versatility and robustness of the F404 design," said Tony Mathis, general manager of Lynn Turbofan/Turbojet department at GE Aviation. The F404-GE-102D is a non-afterburning variant based on the engine developed for the Boeing F/A-18. It is integrated in the Phantom Ray with a Boeing inlet and a GE-Boeing exhaust system and also includes both single-engine safety features and a Full Authority Digital Electronic Control system that enables the engine to communicate directly with the aircraft. The GE engine was selected for the Phantom Ray, based on the X-45B/C prototype, in 2002. The Phantom Ray is the fourteenth aircraft the F404 has been selected to power.

"The ASPDU is a state-of-the-art secondary power-distribution system, originally designed for the X-45B application," said Vic Bonneau, manager of Electrical Power for GE Aviation Systems. "Each ASPDU embodies dual redundant power supplies for 28Vdc and 270Vdc power. Its electromagnetic interference and lightning protection help ensure the Phantom Ray is one of the safest aircraft flying."

GE Aviation, an operating unit of GE (NYSE: GE), is a world-leading provider of jet and turboprop engines, components and integrated systems for commercial, military, business and general aviation aircraft. GE Aviation has a global service network to support these offerings.

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Political (food for thought):

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

From: [dave wall](#)
Date: 7/25/2011 2:17:05 PM
Subject: Those born 1930-1979

Those of You Born 1930 - 1979

TO ALL THE KIDS WHO SURVIVED THE

1930's, 40's, 50's, 60's and 70's!!

First, we survived being born to mothers Who smoked and/or drank while they were Pregnant.

They took aspirin, ate blue cheese dressing, Tuna from a can and didn't get tested for diabetes.

Then after that trauma, we were put to sleep on our tummies in baby cribs covered with bright colored lead-base paints.

We had no childproof lids on medicine bottles, Locks on doors or cabinets and when we rode our bikes, we had baseball caps not helmets on our heads.

As infants & children, We would ride in cars with no car seats, No booster seats, no seat belts, no air bags, bald tires and sometimes no brakes.

Riding in the back of a pick-up truck on a warm day Was always a special treat.

We drank water From the garden hose and not from a bottle.

We shared one soft drink with four friends, From one bottle and no one actually died from this.

We ate cupcakes, white bread, real butter and bacon. We drank Kool-Aid made with real white sugar. And, we weren't overweight. WHY?

Because we were Always outside playing...that's why!

We would leave home in the morning and play all day, As long as we were back when the Streetlights came on.

No one was able To reach us all day. And, we were O.K.

We would spend hours building our go-carts out of scraps And then ride them down the hill, only to find out We forgot the brakes. After running into the bushes a few times, we learned to solve the problem.

No one was able To reach us all day. And, we were O.K. no video games, no 150 channels on cable, No video movies or DVD's, no surround-sound or CD's, No cell phones, No personal computers, no Internet and no chat rooms. WE HAD FRIENDS And we went outside and found them!

We fell out of trees, got cut, broke bones and teeth And there were no lawsuits from

these accidents.

We ate worms and mud pies made from dirt, And the worms did not live in us Forever.

We were given BB guns for our 10th birthdays, Made up games with sticks and tennis balls and, Although we were told it would happen, We did not put out very many eyes..

We rode bikes or walked to a friend's house and Knocked on the door or rang the bell, or just Walked in and talked to them.

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal With disappointment. Imagine that!!

The idea of a parent bailing us out if we broke the law Was unheard of. They actually sided with the law!

These generations have produced some of the best Risk-takers, problem solvers and inventors ever.

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From: [dave wall](#)
Date: 7/30/2011 1:19:52 PM
Subject: I hate it when that happens
metaphor for life

Not what you'd expect when accelerating to 203 mph... indeed!
<http://www.wimp.com/whenaccelerating/>

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From: [David L. Roberts](#)
Date: 7/29/2011 4:03:25 PM
To: [Recipient list suppressed:](#)
Subject: Standing Guard

Standing guard on the final resting ground of our military warriors is this Bald Eagle, the national symbol of the USA.

"Rest in Peace", the Eagle prayed . . .



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!

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