

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!

Ramp aircraft image in some online city.

Group Section.....

Dear PCN (of over 2500 subscribers),

Mark's Remarks

Happy Labor Day!! And back to school.



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Sitting on a Post?

This time tried something a little new. Needed some help so I asked for it. Because the content was light and I needed your help, I sent out a flash stating, "if you have been sitting on a post and meaning to share it, please send it in." Well, your responded and as a result a nice full HL. Author, comedian, and retired Delta Capt. Kevin Garrison also responded and couldn't help himself as he sent this pic in as his response:



As always, I thank all of you who sat on a post, then finally shared it with the group to make this issue 98 of our High Life.

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Use of BACK button: Worth a repeat that when clicking on various links inside the newsletter many use the same browser window to view. In order to get back to the HL, you have to use the BACK arrow.

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Sections in the HL: Another reminder that the HL has been organized and “sectioned” so that you may quickly find the areas of interest and pass over area you don’t care about.

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Droid Apps I like: In my little periodic series of sharing a droid app with you, here are a couple that can keep you entertained. Media on your Droid. You may or may not know this but the world of radio and tv is turning digital so that it can be streamed on the internet. An incredible amount of radio station are available online. Want to listen to the old high school Friday night football game, but have long since moved from your home area? Just check inside an app like I Heart and find your station, add it to your favorites and catch up on your home local happenings.

I heart Radio – I Tune – both good in their own way as internet radios. Amazing how many channels or networks are digital now-a-days.

Scanner Radio – amazing app picking up worldwide police, fire, emergency and aviation frequencies.

Dish TV – Did you know that Dish TV (with the Sling option installed in your home) is also a droid app and you can upload the same channels that you get at home on your phone. Whether you’re in the woods or in Kuwait, you can watch your favorite college football game on your little droid phone. Amazing, and it really works.

Note: for listening music available while you fly or are out of your network, don’t forget to download some albums on your SD card so that you can listen when you are offline and in airplane mode.

[PCN Ads](#) ~~up and running!~~

Temporary service suspension awaiting repair!

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/> *Updates temporarily suspended*

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 Remains Neutral

Zacks Equity Research, On Friday September 2, 2011, 5:40 pm EDT

We are reiterating our long-term Neutral recommendation on the second largest U.S. airline **Delta Air Lines Inc.** (NYSE: [DAL](#) - [News](#)). The stock retains the Zacks #3 Rank (Hold) for the short term.

Despite soaring fuel prices and the recent Hurricane Irene in the Northeast, we believe Delta Air Lines will generate solid profits on a revival in air travel demand, increased fares, capacity cuts, new and improved ancillary revenues as well as hedging strategies.

So far, the company has been able to pass on the increased costs to customers in the form of fare hikes. Delta Air Lines is taking several initiatives to lower its overall cost, including fuel price inflation, and trimming down non-fuel cost to the past year level. The company is curtailing capacity in various markets, retiring less fuel-efficient planes, offering voluntary buyouts and reducing facility costs at both airport and cargo locations.

Read more: <http://finance.yahoo.com/news/Delta-Air-Lines-Remains-zacks-3750066254.html?x=0&.v=1>

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

AMR's Growth May Not Be What It Seems

By [Rex Moore](#) | [More Articles](#)

September 3, 2011 | [Comments \(0\)](#)

AMR (NYSE: [AMR](#)) carries \$919 million of goodwill and other intangibles on its balance sheet. Sometimes goodwill, especially when it's excessive, can foreshadow problems down the road. Could this be the case with AMR?

Before we answer that, let's look at what could go wrong.

AOL blows up

In early 2002, AOL Time Warner was trading for \$66.27 per share.

It had \$209 billion of assets on its balance sheet, and \$128 billion of that was in the form of goodwill and other intangible assets. Goodwill is simply the difference between the price paid for a company during an acquisition and the net assets of the acquired company. The \$128 billion of goodwill in this case was created when **AOL** and **Time Warner** merged in 2000.

Read more: <http://www.fool.com/investing/general/2011/09/03/amrs-growth-may-not-be-what-it-seems.aspx>

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

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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, Oct 28, 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):

Pension:

Editor: Hey everybody, if you are a PCN follower but have not joined DP3 please re-consider doing it. Also, our PCN group of over 2500 certainly knows other pilots who have "checked out" so to speak. I am a member of DP3 and believe other Delta retired pilots should be too. Please act on the following appeal by sharing it with friends or finally making the leap to "get on board".



Dear Retired Delta Pilot,

As we prepare for our final membership campaign prior to the start of the appeals process, we have realized that we have failed to convey to our Honor Roll members, let alone the non-members, exactly what DP3 has accomplished during the last 4 years.

The following is a recurring question that clearly illustrates this. It has been asked many different ways, but we'll share two of the more colorful versions:

Are you guys aware that there are legal ways to force the PBGC to start the appeals process?

Don't you know that the PBGC and our lawyers are stringing us along with all these delays? The lawyers know exactly how much money we have and are milking it the way they were taught to in law school.

We understand that these are sincere questions, but if they understood what we have been doing they would realize that is like a passenger asking a seasoned Captain who is starting a CAT III approach in bad weather if he is aware he'll need to put the gear down during the approach. It is so basic we don't know how to respond.

We have spent four years evaluating every legal avenue available to us. We have gone over hundreds of documents, hundreds of individual pilot's retirement documents. We have written thousands of pages of analyses of our plan and possible legal means of regaining lost benefits.

We have engaged the very best attorneys in the world. Our lead attorneys have pled cases before the Supreme Court. They believe in our cause, and they work with us every day to minimize our costs. We have provided them with an enormous amount of material and guidance that we believe has saved our members conservatively \$1 million dollars. We are in regular email contact with them and have phone conferences at least once a week. They are in regular contact with the PBGC.

We discuss issues like the delays, alternative legal actions, and a myriad of others. We believe, and our attorneys agree that we have a plan that has been as thoroughly prepared as any group ever to challenge the PBGC (or any other bureaucracy for that matter).

We believe that our success hinges solely on our ability to get the courts to fully consider the complex issues involved. And that is why we have the best attorneys.

We are also having members indicate to us that they have no hope of recovering benefits for any of a number of reasons that are not based in fact – often they just don't see how it is possible, or they "heard from a friend" that they had little to gain. Those friends are not doing them a favor with that kind of misinformation.

We know the Delta plan and how the PBGC is administering it at least as well as anyone in the world (including the PBGC). We have provided pages of guidance linked to our home web page www.dp3.org. If you don't want to take the time to read that, at least trust us when we tell you that all retirees hired after February, 1972 and retired after 7/1/2002 have a lot to gain from successful appeals (typically over \$1000/mo, plus back pay). There are at least 1000 other retirees hired prior to February, 1972 who retired after 1995 who would have similar gains from successful appeals.

If you don't want to take the time to read the web page – reread this letter and please understand we know what we are talking about – you have a lot to gain. The PBGC is shorting us a total present value of approximately \$650 million.

That is as clear as we know how to make it. We now need to make this clear to the non members, too. We need your help to do so, and guidance for that will follow later this week.

In the meantime, forward this to every pilot retiree you know. Tell them to go to the web page www.dp3.org. Tell them to read the [FAQ's](#). Tell them to support what we are doing for them. We'll do the work, we've done the work. All we need is for everyone to join the appeals.

An even more pointed explanation of why all affected retirees should join the appeals will follow this week. It is designed specifically for the over 1500 retirees who are not yet part of the appeals.

Sincerely,

The DP3 Board of Trustees:

Will Buergey, Chairman
Wendell Lewis, Vice Chairman
Clarke Brant, Secretary
Roger Ross, Treasurer
Bill Caiazza
George Leatherbury
Rhea Nichols
Tom Seever
Kim Welch

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Jim Cianci

Email jjc@silkstone.com

Issue Area - Whalen/1977 Tax

Comments - I'd like to add my input to the Jim Whalen/1977 Tax Return controversy. I asked Jim Whalen via e-mail to handle both my filing for return of FICA and for filing of my amended 1977 Tax return. I sent him the up front money and hoped for the best.

Although he has been hard to get a hold of he did file all my returns in a timely manner. My request for a refund of my FICA was turned down by the IRS. I did get a \$13,891.00 refund on August 1st on my taxes in response to my filing of an amended 1977 return prepared by Jim Whalen.

I was advised by Jim(or his associates) that I would be part of the class action filing for return of the FICA withheld in 1977.

So I must vote in favor of Jim Whalen. I'm sure he has been deluged by phone calls and e-mails. Considering that he has been ill and the work load he has taken on, 'd say he has doing his best. Also I filed my amended return on the 18th of April and it was accepted by the IRS as being filed on time.

From: **jim munton** <jwmunton@hotmail.com>

Date: Sun, Aug 28, 2011 at 5:12 PM

Subject: FW: update

To:

Mark...would you please publish this up-date. thanks, jim munton

23 August 2011

2007 AMENDED RETURN UPDATE

A considerable amount of time has passed since my last update. The summer is our vacation time because we babysit grandkids during the school year; so we have been busy traveling the countryside.

Needless to say, this process has brought mixed results as I predicted in my first report to the pilot group. "I must emphasize that everyone will not have the same results." (21 Oct 10). The IRS decisions have been quite erratic which seems odd in that we pilots all have the very same irregularities because of DAL. Bill Whalen feels that the IRS is letting junior officials make the negative decisions in hopes that many pilots will just give up and go away.

We did gain a strong foothold in the "first round" with the IRS. I don't have access to a list of all the pilots who have won, but it appears that 50+ pilots have won in the first round. This is strong ammunition for the "second round" appeals – the letter I received from the Western Regional IRS Director's Office agreeing to the IRS decision in my case is additional ammunition. Dick Deeds of pilots@wallybird.com has already made a list of winners that he is aware of; and Bill Whalen has indicated that he is tabulating a list also. I have been notified of six more winners just this last week or so.

I met with Whalen and his new/protective wife for a lunch about a week ago. Whalen is getting better and I believe a survivor of his open heart surgery. He plans to start light work soon. I have strongly urged Whalen several times to send out some communication to the pilot group; to no avail up to now. However, Whalen feels that all is OK and that there is no urgency in this situation at this time. He plans to file an IRS lawsuit for his clients on both the 1040X and 843 issues. The erratic IRS decisions will be a prime argument. It is important to emphasize that Whalen says all IRS denials are covered if his lawsuit is filed within one year of any pilot IRS denial.

I realize there are some pilots who think Whalen has done them wrong and there may be some truth to that. I have brought this issue up with Whalen and he has promised me he will address these situations as his health improves. Please keep in mind that Whalen had his open heart surgery only days after the deadline to file our 1040X's – the doctors said his heart was only operating at 35% capacity. I was impressed that Whalen put off his operation even though he was feeling horrible so that he could get all the last minute pilot's 1040X filed. Whalen says he is going to try to rectify some

of these problems with the IRS lawsuit and you can be assured that I will try to keep “Whalen’s feet to the fire” to rectify any unresolved problems.

In conclusion, I’m satisfied with the results we’ve received to this point (except for Whalen’s health issues) and optimistic about our future potential with the IRS. For Whalen clients, his IRS lawsuit should help. All non-clients should continue to challenge the IRS denials (remember: it took me 2 ½ years to win).

Jim Munton

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):

Hey Delta Gold Medallions – UAL match program

If you are a gold medallion why not get a free equivalent with UAL's new Mileage Plus program? They are offering a free match. To take advantage check it out here: <http://www.united.com/page/article/0,6867,53424,00.html>

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From: Wayne LaLiberte

Date: 8/31/2011 2:00:06 PM

To: misc@pilotcommunication.net

Subject: ZED FARES/TED THOMAS E-MAIL FOR INFO
PLEASE FORWARD TED'S E-MAIL FOR GUIDANCE INFO

W.R.

Editor: Ted sent in an email a while back that includes a Delta employee login to FLYZED.COM which most of the world's airlines use for ZED fares. I am willing to forward that login to anyone who requests it.

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Joel Payne

Email flyplayne@bellsouth.net

Issue Area Travel

Comments - Signed up recently with a website called Travelzoo. They send out their top 20 deals about every week or two. Not bombarded with too much else. Used their recommendation to book a room for 3 nights at the Waynesville Inn Golf Resort and Spa in NC. Not a golfer but the scenery was great. Think the total was about \$441 [inc. tax] for 3 nights, 3 buffet breakfasts, 1 bistro meal and a steak and lobster dinner for 2 [signed up when booking room]. Another site on Travelzoo that looked interesting is the site listed below. Good hunting! Joel Payne B-767A [ret.]

www.mauivaaircruise.com

Life Section...

Misc Posts:

From: Tom Jacobus

Date: 9/2/2011 6:57:35 PM

To: misc@pilotcommunication.net

Subject: Verizon Charges

I am real curious what **other guys and gals are paying for their Verizon service**. I was told at the local store that retirees did not qualify for the Delta employee discount, so I went to another location and they signed me up for a 20% discount. I recently got a smart phone and was told that the required data plan would also qualify for the discount. When I got my first bill, there was no discount for data. I called Verizon and they said that Delta's contract does not include a discount for data. I'm not buying that explanation yet. It seems like everyone at Verizon has a different story. **Is everyone else paying full price for the data service?**

Tom Jacobus

Editor: I included Bill's email in case others may be having trouble viewing the HL. The Adobe update may be the problem.

From: [William Rice](mailto:William.Rice)

Date: 8/31/2011 9:55:39 PM

To: mark@pilotcommunication.net

Subject: Never Mind

Mark,

I have Adobe Reader installed on my computer and several months ago was able to access and read articles on the PCN Web Site; however, for the past several months, I have only been able to use Option 2 (Google) and much prefer the presentation using Option 1

I have not "knowingly" changed anything on my computer system but, as of now, cannot access the PCN Web Site using the link for Option 1.

Any ideas or recommendations?

Thanks for all that you are doing and always look forward to reading each PCN edition.

Many thanks,

Bill Rice .

Hello Mark,

Discovered that I missed a recent Adobe update. Downloaded Adobe Reader X and --- all OK. No problems accessing Option 1 for the PCN Web Site

Thanks,

Bill Rice

billrice451@yahoo.com

Editor: Can any Androids out there help the Capt out? I suggested a Skyfire browser but he got the same result.

From: [Stephen Mills](mailto:Stephen.Mills)

Date: 9/3/2011 3:50:30 PM

To: misc@pilotcommunication.net

Subject: Travelnet access

Mark-

In response to your request for posts:

I just upgraded to a data phone with Sprint. I have the HTC-EVO 4G (droid) phone. When using it to access Travelnet through dlnet with the standard browser there is an error message after typing in city pairs for reviewing flights. This issue is apparently attached to the latest phone software upgrade 2.3. I had an online chat with DAL IT. The tech said she has the same phone and uses Mozilla as a browser with no problem. She had not heard of the problem before. I downloaded Mozilla and I can access Travelnet now. It exists on my phone, my wife's and another retired DAL friend's phone who made me aware of the issue to begin with and most likely all EVO phones with the 2.3 software. I'm hopeful someone in your readership has a better fix on this as I'm told Mozilla doesn't operate as well as the standard browser did on Travelnet before 2.3. As always, thank you for all the work you do keeping us informed through the PCN.

Steve Mills

Repeat for NE memorabilia:

RE: Corrected Contact info for NEA memorabilia.

Mark,

Today I received your PCN email and in it was a request from George Chaudoin for information on airline memorabilia for a friend of his. I tried to call the number listed and it was a wrong number, so I looked it up on a web search and found the correct number. Is there any chance you can send out a corrected email for this guy who is hopeful to establish a display in a museum that may be built near him. A couple of changes needed in the article I copy/pasted from your newsletter is as follows:

Correct the phone number to 419-898-4444

Correct the spelling of the name Craig just prior to his cell phone on the next to last line.

Add Bob's email address resnow@firstenergycorp.com

Note, I have made the above corrections in the copy/pasted article below to make it easy, but don't know what the process is to send out an email correction.

Thanks for your great newsletter and everything you do for all of us.

Gerry Grieser ggrieser@charter.net

DFW

Original corrected email:

From: George Chaudoin Date: 8/21/2011 1:21:21 PM

Subject: NEA memorabilia??

Hi George,

I have been working on this for about 25 years now. I am trying to find a few items from EVERY airline. I would say I'm about 70% complete. I have very little from Northeast Airlines. Do you know anyone who may have something extra from Northeast? For example; playing cards, timetables, seat packets, matches, wings, hat emblems, posters, name tags, plane models, tie tacks, lapel pins, uniforms, glasses, dishes, ash trays, silverware ETC.? Jerry St. Hilaire's son Craig St. Hilaire said I could reference his name. If any one has questions or would like to contact Craig cell (603 970-0536) or me that would be fine!

Thank you,

Bob Snow 11191 W. Genzman Rd. Oak Harbor , Ohio 43449

PH (419 898-4444) email: resnow@firstenergycorp.com

Blue Side Up George

Human Interest:

Joel Payne

Email flyplayne@bellsouth.net

Issue Area - General

Comments - An amazing tribute to our armed forces. May need a tissue.

Joel Payne B-767A [ret.]

Click here: <http://www.youtube.com/watch?v=47NW7nu9BnU>

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

From: [Dick](#)

Date: 09/04/11 08:20:39

To: mark@pilotcommunication.net

Subject: My Appointment with Dr. Brown at FL 350

Mark, This actually happened to me. I have attached it as a PDF file and a word document.

Also, I have been working hard on my memoir - click on the red below to check it out.

Dick Blizzard - Author

<http://dickblizzard.blogspot.com> (aviation and boating)

<http://funkydicksmusic.blogspot.com> (Memoir, fiction and videos)

**My Appointment with Doctor Brown
At 35,000 feet**

Captain Dick Blizzard

This is a factual story. I remember it like it was yesterday.

Our big, beautiful, blue and white Delta B-767 had made its way effortlessly from the Atlanta Airport to 35,000 feet over South Dakota. We were headed for Seattle.

The plane was full; there was a head in every window and a butt in every seat. The flight attendants had finished a big meal service with all the trimmings. The service included table cloths, champagne and ice cream in first class.

The flight attendants were taking a well deserved break inside the galley compartments. The curtains were pulled for privacy. They were eating the left over meals and deserts.

The cabin crew was required to address each first class passenger by name.

It was 1985 and Delta's policy was to board a meal for every passenger; nothing for the crew, even on coast to coast flights. The policy saved to company money. A flight from New York to L.A. could take over 5 hours during the winter months when battling jet stream headwinds. There were usually several passengers who refused to eat. The left over meals were available for distribution among the crew members. If nothing was left for the pilots, we were expected to function at a high level with just peanuts and coffee.

It saved money, but Delta was the only airline in the U.S. that followed a policy of not boarding crew meals. On long flights, I would stop by Burger King on the way to the airport and pick up a Whopper and stick it in my flight kit. The passengers waiting in the boarding area would look up when I boarded; there was an aroma of a flame broiled burger with fries following me to the aircraft.

The call bell rang in the cockpit. It was the first we had heard from the back since they brought our coffee right after take-off. My copilot and I thought we were about to be offered food. No such luck.

A young female flight attendant entered the cockpit. She and her entire crew had only been working for Delta a few weeks. She was very excited.

“Captain, you must come back here and talk to Dr. Brown. He is sitting in 2B (our best seat in first class) and he is very angry. He wants to talk to you!” She was shaking.

“What’s his problem?” I asked quietly, trying to calm her a bit.

“He said he didn’t want his ice cream sundae, so we ate it. Now he is yelling a screaming and disturbing everyone around him. He wants ice cream and we don’t have any.”

“I’m sorry, but it would jeopardize the safety of the flight if I left the cockpit. You must settle ice cream disputes yourself. You can do it. Just tell him to shut up and stay seated.”

She left disappointed, but it was part of her job, and she really needed to handle it.

Soon another young flight attendant came to the cockpit and I told her the same thing. She looked at the copilot and he quickly looked away. She also left disappointed.

Ten minutes later, a third flight attendant came to the cockpit. She appeared desperate as she relayed the antics of the irate passenger.

“Did he touch you?” I asked.

“No. He is just yelling.”

“Is he using profanity? The answer was again, “no”. I was looking for something bigger than ice cream to justify my leaving the cockpit.

Then it happened!

The lead flight attendant called us on the interphone. “Dr. Brown wants to know if you know what a Code-44 is.”

What is the meaning of “Code-44”? I didn’t know and I didn’t care; the situation was now at a new level. It was no longer about ice cream.

His last remark was a mild threat and it demanded my attention. I had learned from experience that bad things can happen in face to face confrontations, but I now felt justified to enter the conflict.

I got out of my seat, went to the closet, and donned my navy blue jacket and my captain's hat. My sleeves were adorned with gold braid. Six glistening gold buttons and wings decorated my chest. My hat bill was aglow with an array of golden scrambled eggs. I knew I had to look good.

I put on my General Patton face and burst into the first class cabin.

"Where is he?" I barked.

The flight attendant looked at me proudly and pointed to seat 2-B. I stepped over and stood very close to the trouble maker; my belt buckle was in his face. I was trying hard to intimidate him.

I made a short, but terse speech: *"When it becomes necessary for me to leave the cockpit, it endangers everyone on this flight. Now, you sit there and keep quiet – we don't have any ice cream!"* All the first class passengers applauded.

Dr. Brown did not say anything, but he twitched a bit and then looked up at me serenely. His 'look' made me a little nauseous, but he was no longer yelling. He appeared satisfied and content.*

I later did some research and came to this realization; he may have had a sick need to be admonished by an authoritative man in a navy blue uniform. I was glad to oblige, but his sudden change of attitude was a bit strange.

We were on the radio with the company in Atlanta and they urged me to do nothing further. They looked up the "Code 44" and it didn't appear to mean anything threatening - Dr. Brown had made it up. I can only assume the company wanted his continued business.

Our flight landed without further problems.

Turns out, "Doctor Brown" was not a doctor; he just used that name when he traveled on Delta. He was an office manager for a large firm in Seattle, and a frequent flyer. He was in a position to send Delta a lot of business. He had a history of making trouble, and the company was aware of his behavior.

Delta Airlines already had a large file on the so called "Doctor Brown".

*The senior flight attendant said she was sure Dr. Brown had an orgasm when I scolded him, but my wife wouldn't let me put that in the story.

Captain Dick Blizzard has written two novels. They are available on www.amazon.com Just type Dick Blizzard in the amazon search box. I was a navy pilot for 7 years before coming to Delta Airlines.

Check more of my aviation articles on <http://dickblizzard.blogspot.com> and my memoir is on <http://funkydicksmusic.blogspot.com> I was published in the Feb 2011 issue of FlyPast Magazine www.flypast.com

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

This is the PCN Calendar designed for you to publish your 2011 event dates. Please send them in to Kim. Click here for our PCN [Calendar](#).

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From: [George Chaudoin](#)

Date: 9/3/2011 8:15:27 AM

Subject: ROMEO breakfast (in NE)

It's time again for our bi-monthly ROMEO breakfast. Mark your calendars for **Tuesday, September 6th**. See you at the **Hampton Airfield Cafe @ 10 AM**.

Warm regards,
Chris Rieder

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

Mark,

I'm trying to find a retired Delta pilot for an Capt Frank Malone, an old USAF Reserve friend. He is hunting **Patrick M. Glazier** to invite him to a flight school reunion. If you can put the word out, would be most appreciated. I've also sent Dave Roberts a note asking the same.

Regards,

Alan Price, DAL retired

alan.w.price@gmail.com

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

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

From: [Carole Neubrand](#)

Date: 9/1/2011 10:09:11 AM

Subject: **Hiring MD-80 mechanic**

My company, **Ameristar Jet Charter in Addison**, is in need of an MD-80 aircraft mechanic and is accepting applications at the present time. If anyone knows someone looking for employment, and has a minimum of 2 year's experience, have them contact me so I can forward the application and give our hiring manager their name for referral.

Thanks and take care,
Dan Tancak
American Jet Charter
drtancak@att.net

NOTE: Dan is a retired DFW FA and In-Flight Service Supervisor

From: Yorkieatl@aol.com

Date: 8/30/2011 6:04:32 PM

To: yorkieatl@aol.com

Subject: Fwd: DL AIR TRANSPORT HERITAGE MUSEUM
DLNET/ DNN

Museum showcases newly acquired vintage aircraft



The Delta Air Transport Heritage Museum in Atlanta has added another historical plane to its collection.

A vintage 1928 Northwest Airways Waco Model 125 biplane — the only one remaining of its kind in the world — was gently hoisted by cranes to its new home high above the museum floor on Tuesday.

The 83-year old plane, painted in an outdated black and gold livery and a vintage Northwest Airways logo prominently displayed on its side, never flew passengers, but was used for promotions, charters and flight instruction, says Tiffany Meng, director of the Delta Air Transport Heritage Museum.

News about the plane's arrival in Hangar 1 at the Atlanta General Offices spread quickly even before an official announcement could be made.

"We had quite a few people — 50 to 100 — walk through yesterday to get a glimpse of it just from word of mouth alone," said Tiffany.

"It's like a new baby is here," said Marie Force, the museum's archive manager. "It's a piece of aviation history."

After rescuing the aircraft from a barn where it sat rusting for many years, Northwest Airlines pilot Capt. Daniel F. Neuman (deceased) restored it to its original glory. The name "C.W. Holman" was painted on the cockpit door in honor of Northwest's first chief pilot, Charles "Speed" Holman, a famous stunt flier.

On Dec. 16, 1985, Neuman and his family donated the biplane to Northwest Airlines in memory of his late wife, who also worked to restore the plane. It was then hung in the Minneapolis-St. Paul International Airport when the new Lindbergh Terminal opened.

For two and a half decades, the Waco biplane hung from the ceiling of Concourse G until last week. That's when a Delta team, led by Museum Maintenance Manager Joe Maknauskas, Tech Ops mechanics Scott Gerkin and Jeff Hoole, Paul Mara, from MSP-Property and Facilities division, and retired Northwest mechanic Craig Lieberg, dismantled the aircraft section by section to make way for Delta's upcoming concourse renovations.

Dan Neuman, Jr., the donor's son and also a former Northwest pilot, watched as the aircraft came down.

"My dad purchased the Waco biplane on March 18, 1957. The fuselage frame was being used as a windmill tower and due to rust it needed extensive rebuilding," he said. "My parents completed 95% of the restoration in three to four years. My mother worked alongside my dad during the restoration completing all the fabric work and the interior. That's why he dedicated it in her memory."

Now on permanent display at the Museum and surrounded by other birds from a bygone era, the 1928 Waco biplane has become a permanent part of Delta's history.

From: Livefreeandfly@aol.com

Date: 8/30/2011 12:04:21 PM

To: murrayjana@yahoo.com

Subject: Fun at Owls Head this summer!

The Texas Flying Legends Museum visit to the Owls Head Transportation Museum.

"Tweety" even makes an appearance in the background at 0:28...

Here is a short video on August 6th's Wings and Wheels Spectacular.

Enjoy!

<http://www.youtube.com/watch?v=j-OBvNb5dyQ>

Scary runways! Once you get through the pop up ads these short videos will make your hair stand up.

<http://www.travelandleisure.com/articles/the-worlds-scariest-runways/1>

From: <CaptGrumps@aol.com>

Date: Sep 2, 2011 11:44 PM

Subject: **The Old Air Force**

To: <mark@pilotcommunication.net>

Mark here is one if you need a filler--the beginning of the jet era in the 1960's--a world to behold..the 880 was my ride.

Doug Rounds.

Subj: The Old Air Force

Hot rod jet pilots can be sentimental. We have feelings too, ya know.

You might enjoy this one: http://pcn.homestead.com/files/Misc_Docs/InanimateObjects-2.pdf

You're gonna like this!

From: [David L. Roberts](#)

Date: 8/28/2011 8:57:18 PM

To: [MY AVIATION PHOTO FANS](#)

Subject: Blue Angels of 1947

Thought you would like to view this.

Incredible! Particularly the 90 year old pilot in the cockpit. The look on his face tells a story well beyond words. The rest of the video is awesome, but that part is priceless. This will bring a tear of pride to your eye. quality is good for full screen.

Hit the full screen icon (lower right corner) when the video comes up.
Really neat.

<http://www.neptunuslex.com/2010/12/10/good-day-at-the-patch/>

Political (food for thought):

Date: Mon, Aug 29, 2011 at 8:22 AM

Subject: Doorbell

For those of us who have children and/or grandchildren.....a must watch.

Power Line Blog held a prize competition for \$100,000 for whoever can most effectively and creatively dramatize the significance of the federal debt crisis.

Any creative product was eligible: videos, songs, paintings, screenplays, Power Point presentations, essays, performance art, or anything else.

Several entries have gotten a lot of attention and a lot of views or listens ... but unquestionably, the one that has most gone viral so far is "Doorbell".

If you haven't yet seen it, you may watch it here.

[DOORBELL](#)

<http://www.youtube.com/watch?v=MqoGORXAv2o>

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

From: CaptGrumps@aol.com

Date: 09/04/11 13:29:58

To: nscgeorge2@gmail.com

Subject: Fwd: Labor Day In US is Cancelled Moved To China
SEPTEMBER 3, 2011

Labor Day Officially Moved to China

First U.S. Holiday to be Outsourced

BEIJING – Labor Day, one of America’s most beloved and longest-celebrated holidays, has been officially moved to China, U.S. officials confirmed today.

The Labor Day celebrations are expected to kick off Monday afternoon in Beijing with a barbeque attended by over seven million people and presided over by former NBA star Yao Ming.

The transfer of Labor Day to China represents the first time in American history that an entire holiday has been outsourced, experts said.

“It may be just as well,” said the University of Minnesota’s Davis Logsdon, who has lectured extensively on Labor Day traditions. “It’s been getting harder and harder for Americans to remember what labor is.”

Tracy Klugian, 37 said he was sorry to see his annual Labor Day barbeque relocated from his home in Medina, Ohio to Beijing, but is taking the loss in stride.

“I used to really look forward to Labor Day,” he said. “But to be honest, getting a day off isn’t as special as it used to be.”

While Mr. Klugian said it was “a little strange” for Labor Day barbecues to occur in China with no participation by Americans, he added, “Maybe someday we’ll be able to make illegal fireworks for them.”

Meanwhile, U.S. officials said it was looking "more and more likely" that Thanksgiving would be relocated this year to India.

“At the very least, Americans will still be able to celebrate Thanksgiving by phone,” one official said. “But they should listen closely because some menu options have changed.”

From: CaptGrumps@aol.com

Date: 8/31/2011 12:00:56 AM

To: nscgeorge2@gmail.com

Subject: Norwegian Royal Guard

Enjoy--

On ice yet?

Norwegian Royal Guard!

This is outstanding!

This is "RiverDance" with boots and rifles performed by the Norwegian Royal Guard! I can't remember ever seeing a display of precision to beat this!! All the precision drill is being performed on ICE!!

Those are US made Garand M-1 rifles (WWII), and they are heavy weapons (9 POUNDS EACH).

When that one fellow goes on his own - YOU'VE NEVER SEEN A RIFLE SPUN THAT FAST!

[Http://sorisomail.com/email/16993/exibicao-de-banda-militar--um-espectaculo-imperdivel.html](http://sorisomail.com/email/16993/exibicao-de-banda-militar--um-espectaculo-imperdivel.html)

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These next two came from my sister. So she is to blame.

A teacher gave her kids lifesavers. The children began to identify the flavors by the colors-red/cherry, yellow/lemon, green/lime, orange. Finally the teacher gave them all Honey lifesavers. None of the children could identify the taste. She said, "I will give you all a clue. It's what your mother may sometimes call your father." One little girl looked up in horror, spit her lifesaver out and yelled, "Oh my gosh, they're a\$\$holes!" The teacher left the room

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An elderly couple are attending church services.

About halfway through, she writes a note and hands it to her husband.

It says,

... "I just let out a silent fart. What do you think I should do?"

He scribbles back,

"Put a new battery in your hearing aid."

Mark

Mark Sztanyo (Stän'yō), PCN Dir & HL Editor
[Pilot Communication Net](#) from Aug 2009

Life on earth will soon be past, only what's done for Christ will last!

Serving the Delta community, and pilots (active and retired) and their families, *including original Delta, and former: C&S, Northeast, Pan-Am, Western, NWA, Republic, North-Central, Southern Airways, Hughes- Airwest, and all the Delta Connection carriers.*

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Delta Pilots Pension Preservation Organization - <http://www.dp3.org>
Delta Museum & Fly-in information - <http://www.deltamuseum.org>
Delta Pioneers - <http://www.deltapioneersinc.com/>
Delta Golden Wings - <http://www.deltagoldenwings.com/>
Delta Retiree Connection - <http://www.dlretiree.info>
Delta Retirement Committee - <http://www.dalrc.org/>
DAL Pilots DDPSA - <http://www.ddpsa.com/>
Delta Extra Net Portal - <http://dlnet.delta.com/>
National Retiree Legislative Network - <http://www.nrln.org/>

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

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