

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!*

Over mid country somewhere at FL350.

Group Section.....

Dear PCN (of over 2600 subscribers),

Mark's Remarks



'nuf said! Tiger fan since youngin.

From: [Tom Mckibben](#)

Date: 9/29/2011 9:17:32 AM

To: mark@pilotcommunication.net

Subject: email change

Mark,

You are my only contact to the retired Delta network. I don't want to loose that connection. I am presently living in Singapore flying 747-400 for Singapore Air Cargo. I am changing my email address and want to make sure I stay on the contact list for the constant update.

tommyjoemac@ymail.com

Thanks for all your hard work. The computer still mystifies me. Glad you have such a good handle on it.
Thomas McKibben

Editor: I re-printed Tom's letter because in his letter he captured precisely the sentiment and incentive I have to work for the PCN. "I don't want to loose that connection," said Tom. Neither do I. Our efforts are focused to keep our group informed and connected. Thanks Tom for saying it so well.

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INVITATION:

Just another reminder. If you UPDATE YOUR EMAIL ADDRESS expect a **google group invitation** in your email. I can no longer take care of that for you manually like I used to. Google now requires you to respond to an "Invitation" an order to get your new email address on our list, YOU MUST ACCEPT the invitation as you would similarly from a Facebook friend by clicking on the link inside the email.

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Email Client (Why use one):

Tired of having to log in all the time? You have multiple email addresses but hate visiting their login page all individually. Then why not employ an email client! I use incredimail pro. Once set up with your email accounts and logins, it checks for email all automatically every few minutes. I haven't logged into my email home page in a long long time. Incredimail does that for me.

HTML email setting:

Tired of getting emails where the links inside are not hot or clickable? You need to set your email to HTML setting inside your preferences. If you can and do then all emails that come your way with clickable links will be.....well, Clickable!

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NWA-DAL Pilots:

Welcome. We slowly get more subscribers. As you all know many of the DAL pilots come with extra letters like, WAL, PAA, NEA etc. This is a big group with a big umbrella. The PCN serves the entire spectrum of DAL pilots and families. Over time that has meant that our group has grown and it includes other pilots. Yes, we come from different backgrounds and experiences. Heck, that is true within a homogenous group (like R-D's), let alone one that has had repeated mergers. What I know is that we have much in common and many reasons to stay connected and in touch. So to NWA-DAL pilots, welcome to the PCN.

~~PCN Ads~~ ~~up and running!~~

Temporary service suspension awaiting repair! Yeah, it will happen someday!

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 Flying to \$9 with More Fuel Efficient Fleet

9/26/2011 @ 12:12PM

[Delta Air Lines](#) recently confirmed that it has placed an order for 100 Boeing 737-900ER aircraft that will be delivered between 2013 and 2018 in an attempt to replace its aging mainline jets and to upgrade its fleet.

The investment while increasing the company's capital expenditures in the following years, is expected to bring cost efficiencies in the form of a reduction in fuel expenses as well as maintenance costs.

Delta competes with [Southwest Airlines](#), [American Airlines](#), [US Airways](#) and [United Continental](#) in the domestic market and faces stiff competition from airlines internationally. Delta has an older fleet than its peers at 16 years, closely followed by American Airlines at 15 years, which recently placed a larger Boeing and Airbus order to upgrade its fleet.

Read more: <http://www.forbes.com/sites/greatspeculations/2011/09/26/delta-flying-to-9-with-more-fuel-efficient-fleet/?partner=yahootix>

American Pilot Retirements to Have 'Minimal' Passenger Effect

By Mary Schlangenstien - Sep 30, 2011

[American Airlines](#) said passengers will see "minimal" effects from the second straight month in which more pilots retired than usual, partly because schedule cutbacks cushion the impact.

American, the third-biggest U.S. carrier, declined to disclose the number. The pilots union, [Allied Pilots Association](#), said 129 opted to retire and that it will evaluate a proposal from the airline to ease short-term staffing shortages.

A higher number of pilots are departing as they seek to protect their pensions from a possible future bankruptcy filing by American or its parent, [AMR Corp. \(AMR\)](#), and from recent declines in the stock market. The number of September retirements was 10 times the monthly average during the past year, according to the [Allied Pilots Association](#).

Read more: <http://www.bloomberg.com/news/2011-09-30/american-pilot-retirements-to-have-minimal-passenger-effect.html?cmpid=yahoo>

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Canceled Flights at 10-Year High Amid Blizzard-to-Irene Upheaval

By Mary Jane Credeur - Sep 30, 2011

U.S. airlines are canceling flights at the fastest clip in a decade as storms from blizzards to hurricanes wallop the busiest hubs, and full planes are making it harder for stranded travelers to rebook trips.

[United Continental Holdings Inc. \(UAL\)](#), [Delta Air Lines Inc. \(DAL\)](#) and other large carriers have scrubbed almost 104,000 flights this year through Sept. 21, or 2.36 percent of the scheduled total. A full-year rate at that level would be the highest since 2001, according to the U.S. Bureau of Transportation Statistics.

The disruptions stem from a combination of foul weather in major markets such as New York and seating-capacity cutbacks to curb costs. When [Hurricane Irene](#) struck the East Coast in August, Cameron C. McCulloch faced a weeklong wait for a new ticket -- so he drove the 3,000 miles from Seattle to Yale University to catch the start of classes.

Read more: <http://www.bloomberg.com/news/2011-09-30/canceled-flights-at-10-year-high-amid-blizzard-to-irene-upheaval.html?cmpid=yhoo>

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United CEO says Boeing 787 a 'game-changer'

United Continental CEO lauds Boeing 787, hopes to have the aircraft in service in late 2012

Jaymes Song, Associated Press, On Thursday September 29, 2011, 11:08 pm EDT

HONOLULU (AP) -- As Japan welcomes the first Boeing 787, the soon-to-be world's largest carrier is patiently and anxiously waiting for its order.

Jeff Smisek, head of the parent company for United and Continental airlines, on Thursday said he was last told by Boeing that the first of the 50 aircraft ordered by the company will be delivered to have in service in the second half of 2012.

"We ordered that aircraft in December 2004. So I've been a very patient person," said Smisek, the president and CEO of United Continental Holdings Inc.

The first Boeing 787 Dreamliner took off from Everett, Wash., on Tuesday morning and landed Wednesday in Tokyo, where All Nippon Airways is preparing the long-delayed aircraft for its inaugural commercial flight.

Chicago-based Boeing missed the initial May 2008 delivery target and had repeatedly delayed its introduction because of problems in development.

Read more: <http://finance.yahoo.com/news/United-CEO-says-Boeing-787-a-apf-3195317652.html?x=0&.v=7>

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

From: [Jack Blaz](#)

Date: 9/25/2011 6:59:31 PM

To: [MARK SZTANYO](#)

Subject: 2007 Medical Plan Bankruptcy Payment / IRS Tax Refund

Mark:

If you please, you can post this message and add my name to the list of pilot retirees who have received some satisfaction from the IRS regarding the taxes withheld on our 2007 tax returns. I'm a client of William Whalen, the Las Vegas CPA who pioneered the whole program but then had open heart surgery last spring and lost touch up until just lately. Anyway, without going into all the details of the adventure, my wife and I both have just received our notices from the IRS that the major parts of our claims have been approved and the "check's in the mail" (I married a Delta pilot's widow five years ago so we both have bankruptcy claims).

Our Pilot Medical Plan settlement payments have now been re-characterized from Delta's reporting as Ordinary Income to Long-Term Capital Gains -- basically changing the tax rate from the top 35% bracket to the 15% LTCG rate. Still unsettled is the dispute over Delta's withholding of Social Security and Medicare taxes on the Medical Plan settlement, but that involves a much smaller piece of the puzzle for most of us. However it's hard for me to figure how the IRS can now continue to defend withholding employment taxes on non-wage Capital Gains. We shall see.

Bottom line: assuming the IRS refund check actually does arrive as notified, and it clears the bank, it will be the most successful / best multiple "Vegas Trip" I've ever had. Sure do hope the rest of our troops who joined this effort, either through Bill Whalen or other routes, end up with the same, or better. **How sweet it is to win a round for a change.**

Jack Blaz DFW L15A, DOB 12-'62, DOR 01-'97, Age 60

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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:

DP3 Lead Appeal Attorney Selected for Inclusion in The Best Lawyers in America 2012 Edition

September 30, 2011

It recently came to our attention that our lead attorney, Anthony Shelley, has been selected for inclusion in "The Best Lawyers in America 2012 Edition" specifically recognizing his work with ERISA law.

The article is below. Note that this honor is based on extensive peer review (see the last paragraph). The board found it interesting that during a 3 hour face to face meeting last week, this was never mentioned. We only discovered it during a log on to the M&C guest wifi network.

We hope this further encourages you, as it has us, about the quality of the attorneys we have representing our interests.

Will Buergey

Will Buergey
Chairman, DP3

Here's the link to the full press release:

<http://www.milchev.com/NewsEvents/PressReleases?find=63604>

Numerous Miller & Chevalier Lawyers Selected for Inclusion in The Best Lawyers in America 2012 Edition

08.31.11

Washington, D.C., August 31, 2011 - Miller & Chevalier Chartered today announced that numerous firm lawyers have been selected as top Washington, D.C. practitioners in the 2012 edition of *The Best Lawyers in America*®.

- Dennis Bedell, Litigation & Controversy - Tax; Tax Law
- James Bensfield, Criminal Defense: White Collar
- Larry Christensen, International Trade and Finance Law
- David Cubeta, Litigation & Controversy - Tax; Tax Law
- Marianna Dyson, Employee Benefits (ERISA) Law; Litigation & Controversy - Tax
- Rocco Femia, Litigation & Controversy - Tax; Tax Law

- Stephen Gertzman, Litigation & Controversy - Tax
- Lawrence Gibbs, Litigation & Controversy - Tax
- Richard Hibey, Bet-the-Company Litigation; Commercial Litigation; Criminal Defense: White Collar; Litigation - Antitrust
- Phillip Mann, Litigation & Controversy - Tax
- Homer Moyer, Jr., International Trade and Finance Law
- C. Frederick Oliphant III, Employee Benefits (ERISA) Law
- Barry Pollack, Criminal Defense: White Collar
- Gary Quintiere, Employee Benefits (ERISA) Law
- Mark Rochon, Criminal Defense: White Collar
- **Anthony Shelley, Employee Benefits (ERISA) Law; Litigation - ERISA**

About Miller & Chevalier

Founded in 1920, Miller & Chevalier is a Washington, D.C. law firm with a global perspective and leading practices in tax; employee benefits, including ERISA; international law and business; white collar and internal investigations; complex litigation; and government affairs. For more information on the firm, visit www.millerchevalier.com.

About *The Best Lawyers in America*[®]

The Best Lawyers in America[®] list is a widely utilized referral list of lawyers throughout the nation. Lawyers are selected through an extensive process that has been refined for over 25 years, and involves a rigorous peer-review selection. The 2012 edition of Best Lawyers is based on a rigorous national survey involving more than 3.9 million detailed evaluations of lawyers by other lawyers.

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:

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

From: [Gary Cunningham](#)

Date: 09/26/11 02:01:05

To: death@pilotcommunication.net

Subject: Dana Cunningham

Dana passed away on June 17 and I have somehow missed the postings of sympathy. Is there any way to recover those?

Gary Cunningham

dacargyle@aol.com or

garyanddana@gmail.com

Thanks in advance

Subject: Re: SEARCH for Archived Notices

Gary,

Thanks for asking. All notices are archived and doing a SEARCH inside our group you can usually find the name in question. Here is the page of Dana's notice.

http://groups.google.com/group/PilotCommunicationNet/browse_thread/thread/3f747002599fbfc9/6365c096eb4f37ee?lnk=gst&q=cunningham#6365c096eb4f37ee

Hope that helps,
Mark Sztanyo

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Humor Section:

From: [dalatcam](#)

Date: 9/19/2011 9:36:16 PM

To: misc@pilotcommunication.net

Subject: soldier hitting professor

Your little story is an affront to people that are religious and to those that are not religious. More than slightly intolerant and shallow. Jerry Bartlett

Editor: It has been months since I have received a comment hitting a nerve with our humor section either doing something right or your asleep out there. Jerry's comment above concerns a joke run in last HL. Because I re-printed what I thought to be a humorous joke, we may be slightly intolerant and shallow. Actually, I have been called worse before so maybe I will just say thank you for the comments and hope someone out there found the joke humorous. That was the intent.....leave 'em with a laugh. As you all know, humor is a sometimes tricky thing. While some are saying HaHa, others are saying oohhhh!

Human Interest:

From: [carol](#)

Date: 9/19/2011 3:42:27 PM

To: marksztanyo@gmail.com; marksztanyo@hotmail.com

Subject: Fw: RNPA News: Reno Air Race tragedy

...from the NWA retired pilot loop....yikes!

CF

Subject: RNPA News: Reno Air Race tragedy

Gary Pisel writes.

Phil,

Firsthand account.

Gary

First of all, attached are two pictures... The first was taken around noon on Friday, Sept. 16th at the Static Display area. Great photo of Jimmy (JEEEEEM) Fernandez, and Don Keating (his A-4 in the background). The second shot was taken Saturday morning at the Renown Hospital in Reno, where Jimmy is recovering from injuries sustained as a result of the horrific crash on Friday afternoon. Jim will be okay, and should be home this week. Also injured was Dan Merritt...broken left leg, but otherwise in good shape. Jim Stuart, my wife and I visited both Jimmy and Dan in their respective hospitals yesterday (Saturday) while we were still in Reno. I just got home earlier this evening.

Basically, here's what I saw. We were all on our feet, watching a GREAT Friday Unlimited Race. On about the third lap, coming around pylon #8 (just before they passed directly in front of the stands), a P-51 violently pitched up and headed over us and the grand-stands. I observed the aircraft slowly roll/loop (almost a 1/4 barrel roll), at a high power setting, the ailerons rapidly oscillating with resultant wing-rocking, and the pitch trajectory becoming erratic. The aircraft had gone slightly behind the grand-stands, but continued to pitch hard, back around towards us. It then changed trajectory and went almost straight down (still high-power setting), impacting nearly the center of the box seating area. There was a very brief, small fire ball (not everyone agrees on that...I thought I saw it), but only dirt and debris immediately thereafter.

Personal feelings at the time. I fixated on the aircraft, trying to figure out exactly what was going on. As it continued its arc (back towards us), I briefly glanced around and saw some people running, some hitting the deck. I remember thinking: "Why run? Have NO idea where he's going to hit"... Then: "Shit. This is it." Right at that instant, he changed trajectory and went nearly vertical. After impact, I went down figuring I might as well try to avoid shrapnel. One of our box-mate's wife happens to be an ER surgeon. Even before the debris field started coming down, she was sprinting towards the site. She ended up spending the evening there, helping as she could. Later she would only say that it was absolutely horrific, with body parts strewn all over.

Guesswork. Some of the pit crews/pilots nearer the pylon said that the aircraft appeared to be out of control from the initial pitch up. From my perspective, I couldn't even guess...except that I remember thinking that it was a VERY aggressive pitch up (any "mayday" aircraft immediately pitches up out of the race, trading speed for altitude to better the odds of making it back down to a runway). I will say that I remember wondering if the pilot had lost control (structural failure?) as I watched it pitch and roll, with the aileron excursions, etc. Impossible, of course, to know just from watching on the ground. Subsequent still photos are very interesting. It appears obvious that the elevator trim-tab separated early in this thing. Also, there are some very clear shots of the aircraft profile...with no sight of the pilot (?!). In another shot, looking straight up as the airplane was inverted, it almost appears as though the pilot's head (helmet) is all the way forward, against the instrument panel. This opens up room for LOTS of guess work. GLOC? Medical issues? Dale Earnhardt type of neck injury? Bottom line theme: the airplane appeared to be out of control.

Jimmy and Dan were seated in the Box directly in front of the impact point...barely 25 feet away. Jim doesn't remember much, except that the prop spinner (seemingly coming straight at him) went from very small to VERY LARGE in a nanosecond. He was blown across the tarmac, and only remembers subsequently answering the questions of a medical person on the scene. He suffered deep cuts, scrapes, and bruises...no broken bones, and everything is properly attached. A man right next to Jim managed to get about one or two steps away right before impact. He only had minor scrapes on his knees and elbows. Another man near Jim suffered the loss of an eye and part of a hand, as well as severe lacerations. And, obviously, more than several in that immediate area were killed.

We had no idea who or how many had been injured/killed in this tragedy, until late in the evening. We were all calling each other, of course, trying to get an accurate head-count. I was SO relieved when I finally heard from Jimmy...he texted me with a "self-portrait" of his face (he'd held his smartphone up and snapped a picture), and the following message: "Got into a fight with a P-51... You should see what the P-51 looks like!". When I saw him in the hospital, he was the same old JEEEM that we all know... He should recover well. Dan is also in remarkably good shape, given his proximity to the impact point. He seemed fine, except for the left leg with metal parts holding it together (!). Tim Tobin was also at the hospital, and was the official DAL contact guy for this nightmare.

Headcount. AS FAR AS I KNOW...we have only Jim Fernandez (retired NWA), and Dan Merrit (NWA/DAL) recovering in the hospital. I was TOLD that Jeff Case had some stitches, but I never saw Jeff at the races, and haven't heard from him yet. Following is a list of who I KNOW were at the races, and are okay:

Art Aaron
Gary Allen
Keith Anderson
Curt Carlson
Doug Claxton
Steve Crawford (that's me)

Greg Screamin' Freeman (and Dad, Lyle)
Rob Hunter (and wife, Vicky)
Don Keating (retired NWA)
Eddie Kurtzel
Erik Mathison
Ron Morrell (and wife, Anne)
Ken Orth (and dad Ed, brother Greg, and son Kyle)
Rod Roadifer
Nancy Roadifer (NWA/DAL Flight Attendant)
Jim Riley
Reggie Roorda
Jim Stuart (and wife, Kaeg)
Tim Tobin (and wife)
Shan Totty (retired NWA)
Janet Wallisch (NWA/DAL Flight Attendant)

I'm sure there were many more of us (NWA/DAL) there. We are fortunate that we had so few casualties. I can't help but feel heartsick for the families and victims in this tragedy. PLEASE feel free to cc this around to any and all.

Stay safe.

Steve





From: [Steve Rodmon](#)

Date: 9/27/2011 7:51:41 AM

To: mark@pilotcommunication.net

Subject: I am just forwarding one more P-51 Galloping Ghost Crash note

Telemetry downloaded from Galloping Ghost revealed an 11g pullup, fuel flow interrupted on the way up, and then the engine restarted when fuel flow resumed at the top of the arc. The aircraft was making 105 inches of MP (Manifold Pressure) on the way down.

Subject: : Galloping Ghost crash

Ok... here's the skinny on the accident.... A P-51 normally has two trim tabs.. one on each elevator... this one had one and other one was fixed in place.. He was warned about the forces being put on that one tab. It failed.. He had at least a

10G load when the plane pitched up from the loss of the trim tab and he went "nighty night" and probably never woke up.

Here's the "theory" of the crash from experienced racers.

In 1989 this type of thing happened to another pilot but he lived to tell the story. When flying a P-51 at 450+mph you need to have full nose down trim to keep the plane level. The elevator trim tab broke off and the aircraft immediately went in to a 10G climb, confirmed by the G-meter. The pilot came to, from the sudden blackout and realized he had slipped through the shoulder harness and was looking at the floor of the airplane. He was able to reach the throttle and pull it back to slow down and was able to recover and land.

Steve shared great photos that there wasn't room for here.

A friend of mine was supposed to be there but didn't go and he has several friends in the hospital right now. The **people were mostly hit by chunks of concrete, asphalt and aircraft debris. They were also hurt by the trampling of people getting out of the way.**

From: [David Eastis](#)
Date: 9/24/2011 2:28:56 AM
Subject: Fwd: And we think we are not blessed!

Every kid, teenager, or for that matter many adults must review this video. It will change your attitude on life!!!

And we think we are not blessed!

How's Your Attitude Today? Look at Yourself After Watching This.....

[View Now >](#) <http://www.stumbleupon.com/su/2V8KwU/www.youtube.com/watch?v=Gc4HGQHgeFE>

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

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

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

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Sunday night (earlier tonight premiere) TV show:

From: [John B](#)

Date: 09/30/11 02:20:50

To: the-newswire@googlegroups.com

Subject: FYI - Article in the Miami Herald about PanAm

Information from the Newswire

Miami Herald

Posted on Fri, Sep. 23, 2011

Pan American World Airways soars again

By AUDRA D.S. BURCH

aburch@miamiherald.com

For more than six decades the beloved Pan American World Airways roared through the skies blue on an international itinerary, a global ambassador ushering in the jet age of travel and some of the most gracious, luxurious experiences some 30,000 feet in the air.

Stewardesses wore trim blue suits with pristine hats and white gloves. Meals were served on fine china. Passengers often wore their Sunday best, some flying for the very first time.

After three decades as a flight attendant, Joan Nell Bernstein glows in the memories, then offers simply: "Pan Am wasn't just a company. It was an icon. It was a lifestyle."

And then, after 64 years in the air, Pan Am flew no more, the last flight traveling in the winter of 1991 from Barbados to Miami, the airline's home for much of its run.

Twenty years later, Pan Am is soaring again — as a moment in pop culture that taps into a historic era and a particular brand of nostalgia. Interest has never been higher since the iconic airline was grounded, stoked by a television series that promises adventures in the skies, documentary and book projects and an exhibit that celebrates Pan Am's meaningful role in the city's aviation history. The Broadway play *Catch Me If You Can*, inspired by the earlier movie, chronicles the adventures of a con man who once impersonated a Pan Am pilot, finished its run earlier this month and the musical will tour the nation next year.

And in October, more than 500 former Pan Am employees, along with friends and family, will hold a reunion in Coconut Grove to celebrate a time gone but far from forgotten.

"Pan Am was this really cool airline that opened up the world to travelers," says Christina Favretto, head of special collections at the University of Miami's Otto G. Richter Library, which holds some 1,600 Pan Am documents and photos.

“It was part of a time period when America was between an older way of doing things and a much more modern paradigm.”

ABC’s Pan Am, which debuts Sunday night, offers a prime-time look at the lives of young flight attendants in the early 1960s — then called stewardesses — who are on the cusp of the cultural revolutions. In a socially rich era marked by the civil and women’s rights movements and the Cold War, the stewardesses and their colleagues in the cockpit, capture the energy and excitement of the jet age while dealing with everything from love to espionage.

The series, understandably compared to the equally 1960s-centric *Mad Men*, is based on the experiences of executive producer Nancy Hult Ganis, who was a flight attendant on the airline for seven years, at one point based in Miami.

“It was the most amazing time of my life. It was a great, fun job,” said Ganis, who went on to work as a journalist and film producer, said in a CNN Travel article. “I was only going to do it for a year, like everyone, but it was just too exciting. It was in a time when very few people in the U.S. even had passports. So suddenly, it was just this exciting adventure, and I really wanted it.”

The plane used in the show — a fully restored 1958 DC-7B once operated by Eastern Airlines — comes courtesy of the Historical Flight Foundation. Owned by the foundation and its president Roger Jarman, it was flown to New York for a Pan Am mini-makeover and filming. It is now back at the Opa-locka airport. Producers also mined the Richter library to give the show authenticity, using photos and plans for the terminal set design.

“This feels like a rebirth of Pan Am,” says Harry Frahm, who worked as a purser for 30 years. “We are so excited that others will know now about the great days of Pan Am and what a magical time period it was.”

Frahm, originally from Berlin, chatted about his career one morning at the Pan Am AWARE store, where customers plucked through shelves of merchandise. He proudly donned his dress black purser uniform and hat — issued in 1957 — as the roar of planes could be heard taking off. The familiar sound made Frahm smile.

Now 82 years old, Frahm was based in Miami from 1967 until his retirement in 1988. He remembers learning to say hello and goodbye in multiple languages, of meeting the A-listers of the day: Rita Hayworth, Bob Hope, Frank Sinatra, Jayne Mansfield and Sammy Davis Jr. He also remembers the darker side of flying, the occasional obnoxious passengers, the frantic landing on a Paris runway with tires blown; the bomb scare on an airplane in Buenos Aires.

Founded by Juan Trippe, the airline was born as a mail carrier, its first route in October, 1927 between Key West and Havana. Dinner Key, now Miami City Hall, served as a base for Pan Am’s flying boats during the 1930s and 1940s. In 1947, the airline opened the first regularly scheduled around-the-world service. The company would come to be the main international air carrier and symbolize the Jet Age, when the world suddenly became smaller and more accessible. At its peak in the 1970s, Pan Am was offering flights to 160 nations and every continent except Antarctica. It’s slogan at the time: “World’s Most Experienced Airline.”

Bernstein, who worked 30 years with Pan Am, began flying in 1961. The flight attendant stayed with the company until its collapse in 1991, then flew with Delta three years before retiring.

“Who knew a little girl from Post, Texas would be able to fly and see the world, would be able to get caviar in Tehran, shoes in Paris, jewelry in Bangkok ,” says Bernstein who also once accompanied soldiers on a Pan Am flight returning from the first Persian Gulf War.

She says flight attendants followed strict regulations: They wore Tunis blue skirts and jackets, hats, girdles and slippers. They had to meet certain weight and height requirements. Hosiery seams had to be bone straight. Hair could not touch the collar.

The stewardesses served full meals — selected from menus given to passengers — on china plates with sterling silver.

“It was all very elegant. We had menus that included caviar, consommé soup, Cornish hen or lamb chops. We had fine French cheeses and wines and dessert could be a cherry jubilee flambé,” added Anne Sweeney, an 11-year Pan Am flight attendant who now owns a public relations firm and works with World Wings, a charitable group. “But it wasn’t just about luxury. Pan Am was involved in politics and culture.”

For years, the airlines made humanitarian missions, from transporting thousands of soldiers from Vietnam to Hong Kong and Tokyo for breaks to carrying Cuban children in Operation Pedro Pan.

Though the company moved to New York, its long run in Miami created a vibrant Pan Am community.

“What is pretty extraordinary, is the relationship between Pan Am and Miami and South Florida. For years people associated the airline with Miami, a place that also evoked a certain kind of glamour,” says UM’s Favretto, who fields calls regularly from people still seeking information about Pan Am. “The only company I can think of that has that level of popularity and loyalty and game-changing nature is IBM. And there is not a television series about IBM.”

Tony Lutz, 90, started in the airline’s public relations department in 1947 in Caracas. After stints in New York and Berlin, he retired in 1988 as a regional managing director back in Caracas.

“So many people adored this company. You are talking about thousands and thousands of people who are still around that worked at Pan Am and if you talked them, you wouldn’t hear a bad word. It was like one big family. If the airline opened up again, you would have so many people stand up, ready to work” says Lutz. “There is such an excitement about the Pan Am television show because it bring back so many great memories for people all over the world, from Frankfurt to Tokyo.”

In 1991, Pan Am finally went out of business. Poor management decisions, a lack of domestic routes to compete in the market and deregulation all conspired against the airline. The 1988 bombing of Flight 103 over Lockerbie, killing 270, exacerbated the spiral.

The airline once illustrated by Norman Rockwell and feted by Ernest Hemingway was mourned as the loss of a national treasure.

There were several unsuccessful efforts to resurrect the business and eventually the brand, with its storied history, was purchased by a New Hampshire company that licenses the name for merchandise sold online, including t-shirts, bags and model planes.

The airline’s legacy has stayed alive through organizations including Pan Amigo, panamair.org and World Wide Wings International, the philanthropic organization of former flight attendants of the airline. Wing fundraising projects have included a food bank in New York, a women’s shelter in Kabul, a hospice in Honolulu.

Dozens of books have been made about Pan Am, and it has played roles, big and small, in movies from Casablanca to 2001: A Space Odyssey.

This summer, Pan American World Airways -- Images of a Great Airline by James Patrick Baldwin, of Ormond Beach, was published. The book offers a timeline of the airline's major events, its many firsts, and illustrations including the covers of annual reports and time tables, flight schedules, baggage strap tags and aircraft pictures.

Baldwin collaborated with Miami Beach's Jeff Kriendler, a 24-year employee of Pan Am, to produce an anthology of more than 80 uplifting, tragic and deeply personal stories from former Pan Am employees — the eyewitness accounts of pilots, flight attendants and station managers. It is due to be published in mid-October.

In the book, flight attendant Kari Mette Pigmans shares her experience of being with President John F. Kennedy in Dallas moments before he was assassinated Nov. 22, 1963. And Jill L'Epplatanier shares her trip in 1964 when the Beatles took a Pan Am flight on their first trip to the United States.

Next month, Pan Am will be resurrected, if only for a weekend. Generations are expected to attend the "Worldwide Family Reunion" Oct. 20-23 in Coconut Grove to celebrate their beloved airline and the Centennial of aviation in Miami.

"We are expecting people from as far as Norway, London, Australia and Germany," says Patti Jackson, who runs Pan Amigo, which is hosting the reunion. "Pan Am employees have gone on to become chauffeurs and drivers. Some of the women have become nurses and many of them are coming back to celebrate our beautiful company."

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!)

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

Hangar Flying for FA's:

From: [Ron Stowe](#)

Date: 09/29/11 18:44:34

To: misc@pilotcommunication.net

Subject: In Remembrance

The new tv series Pan Am attempts to show what it was like during the "golden age of aviation".

Here is the reality as we remember the "good old days" at Delta. Delta Flight Attendants:

<http://www.youtube.com/watch?v=hBjKkVdXZ5w>

The L1011:

<http://www.youtube.com/watch?v=fqu-YEcl0e8>

Ron

+++++

From: CaptGrumps@aol.com

Date: 09/29/11 22:36:53

Subject: A320 VFR only landing.

All in a days work

The attitude read outs are coming from the radio altimeter.

JUST IN CASE YOU MISSED THIS THE FIRST TIME.....

A320 VFR only landing.

Landing at Paro , Bhutan in an A320.

Definitely VFR only.

The Kingdom of Bhutan is landlocked between China and India .

<http://youtu.be/YsZqN-uEgQU>

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The Good Old Days Of Aviation

Author Unknown

In the age of the 707 / DC8 / 727 / DC9/DC-10 Those were the good ole days. Pilots back then were men that didn't want to be women or girly men. Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars and didn't wear digital watches.

They carried their own suitcases and brain bags like the real men that they were. Pilots didn't bend over into the crash position multiple times each day in front of the passengers at security so that some Gov't agent could probe for tweezers or fingernail clippers or too much toothpaste.

Pilots did not go through the terminal impersonating a caddy pulling a bunch of golf clubs, computers, guitars, and feed bags full of tofu and granola on a sissy-trailer with no hat and granny glasses hanging on a pink string around their pencil neck while talking to their personal trainer on the cell phone!!!

Being an Airline Captain was as good as being the King in a Mel Brooks movie. ("Its good to be King") rw

All the Stewardesses (aka. Flight Attendants) were young, attractive, single women that were proud to be combatants in the sexual revolution. They didn't have to turn sideways, grease up and suck it in to get through the cockpit door. They would blush and say thank you when told that they looked good, instead of filing a sexual harassment claim.

Junior Stewardesses shared a room and talked about men..... with no thoughts of substitution.

Passengers wore nice clothes and were polite, they could speak AND understand English. They didn't speak gibberish or listen to loud gangsta rap on their IPods. They bathed and didn't smell like a rotting pile of garbage in a jogging suit and flip-flops.

Children didn't travel alone, commuting between trailer parks. There were no Mongol hordes asking for a 'mu-fuggin' seatbelt extension or a Scotch and grapefruit juice cocktail with a twist.

If the Captain wanted to throw some offensive ranting jerk off the airplane, it was done without any worries of a lawsuit or getting fired.

Axial flow engines crackled with the sound of freedom and left an impressive black smoke trail like a locomotive burning soft coal.. Jet fuel was cheap and once the throttles were pushed up they were left there, after all it was the jet age and the idea was to go fast (run like a lizard on a hardwood floor). Economy cruise was something in the performance book, but no one knew why or where it was. When the overspeed clacker went off no one got all tight and scared because

Boeing/Douglas built it out of iron, nothing was going to fall off and that sound had the same effect on real pilots then as Viagra does now for those new age guys.

There was very little plastic and no composites on the airplanes or the Stewardesses' pectoral regions.

Airplanes and women had eye pleasing symmetrical curves, not a bunch of ugly vortex generators, ventral fins, winglets, flow diverters, tattoos, rings in their nose, tongues and eyebrows.

Airlines were run by men who had built their companies virtually from scratch, knew many of their employees by name and were lifetime airline employees themselves...not pseudo financiers and bean counters who flit from one occupation to another for a few bucks, a better parachute or a fancier title while fervently believing that they are a class of beings unto themselves.

And so it was back then....and never will be again.

Capt. Bryant Beebe

luvwst@aol.com

Political (food for thought):

A plea from Jean, if you agree, get onboard. As for me, I am tired of seeing our injured troops missing limbs because of IEDs.

From: [Jean Cinotto](#)

Date: 9/25/2011 12:05:24 PM

To: [Mark Sztanyo](#)

Subject: Help troops--Pakistan Accountability Act
9/22/11

Please, please, please call or write your Congressman and ask that they support the following bill. It's a matter of life and death--84% of the IEDs in Afghanistan are made with fertilizer from two plants in Pakistan. I just attended the funeral for a wonderful soldier who had a heart of gold--he was a casualty of one of these IEDs. At the funeral, I saw another soldier that had lost both of his legs to one of these IEDs. We are funding the killing and maiming of our own military. SPEAK OUT.

Jean Marie Cinotto

Letter by Jean:

From: [Jean Cinotto](#)

Date: 9/21/2011 1:38:21 PM

To: marksztanyo@gmail.com

Subject: Help Our Troops

Mark,

We need to get the word out and put the pressure on Washington. I'm sending the following letter to major newspapers and hope others will do the same and send it to Congress. This has to stop--

Jean Marie Cinotto

Help our troops--

IEDs planted in Afghanistan caused 1,248 coalition deaths and injuries between April and June, a 15% increase from a year ago. Pakistan is allowing large quantities of calcium ammonium nitrate fertilizer produced at two factories in Pakistan to flow across the border into Afghanistan. It's used in 84% of the bombs in Afghanistan.

Meanwhile, Pakistan kicked out hundreds of American military trainers as 'punishment' after the raid that killed Osama Bin Laden. In addition to Bin Laden, two other leaders of al Qaeda—the number two man and the chief of operations-- were subsequently killed there.

Over the last 10 years, the US has given \$22 billion in aid to Pakistan. This is a classic case of 'you can't buy friends.' We are funding a country that turns a blind eye to killing and maiming of Americans and the civilian Afghani population. Our men and women in uniform do not deserve to be targets in a human video game for terrorists and we certainly shouldn't be funneling billions into a country that is facilitating that carnage. While the US is threatening to withhold \$800 million in aid in return for more 'cooperation', it's not enough.

US military and civilian aid totaled \$4.5 billion last year with \$1.5 billion to compensate Pakistan for its military actions in the border regions next to Afghanistan. That's the highest amount spent for this military support yet. However, the IEDs have increased 17% year-over-year from May through July and are traceable to the two fertilizer factories in Pakistan. Discounting the human factor of our military, it is clear that taxpayers are not getting their monies worth. Add in the loss of life and quality of life for our military and the costs are incalculable.

This has to end. Cut off all aid to Pakistan until the flow of fertilizer is stopped and the Haqqani network is eradicated.

Jean Marie Cinotto

It's HR 3013--the Pakistan Accountability Act

"Today....Texas Congressman Ted Poe (TX-02) introduced H.R. 3013, the Pakistan Accountability Act. This legislation will freeze all U.S. aid to Pakistan with the exception of funds that are designated to help secure nuclear weapons. According to the top U.S military officer, Mike Mullen, just this month the Pakistani government supported the groups who were behind both the truck bomb attack that wounded more than 70 U.S. and NATO Troops and the attack on the U.S Embassy.

"Since the discovery of Osama bin Laden in Abbottabad, Pakistan has proven to be disloyal, deceptive and a danger to the United States," said Poe. "This so-called ally continues to take billions in U.S. aid, while at the same time supports the militants who attack us. The United States must immediately freeze all aid to Pakistan. Pakistan has made it painfully obvious that they will continue their policy of duplicity and deceit by pretending to be our ally in the war on terror while simultaneously promoting violent extremism.

By continuing to provide aid to Pakistan, we are funding the enemy, endangering Americans and undermining our efforts in the region.""

Sample Letter:

Dear _____,

I'm requesting that you support HR. 3013, the Pakistan Accountability Act and seek expedited passage for this important legislation. Lives depend on your action. Eighty four percent of IEDs in Afghanistan are traceable to two fertilizer plants in Pakistan; three top al Qaeda terrorists have been killed in Pakistan in the last six months including Osama Bin Laden; and the Haqqani network has been linked to Pakistan's Inter-Services Intelligence--all occurring while Pakistan got \$4.5 billion in US aid last year.

My tax dollars should not be used to fund a country that is a supplier of IEDs that kill US military.

Sincerely,

Link to Rep. Ted Poe's press release on HR 3013, introduced on 9/22/11

<http://poe.house.gov/news/DocumentSingle.aspx?DocumentID=261455>

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

From: Michael Magon

Date: 9/18/2011 10:55:49 PM

Subject: Re: "Jazz for Cows"

I'm sure that went in one ear, and out the "udder".....

Mikie



[Jazz for Cows](#)

<http://www.newhot5.com>. The New Hot 5, American-based jazz band plays for a herd of cows in Autrans, France. The unedited footage is now uploaded on our channel in two parts. If you want to hear more, check out our other videos of concerts for humans.

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.*

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

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