

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!

Beautiful dusk sky.

Pilot Communication Net - Group Section.....

Dear PCN (of over 2500 subscribers),

Mark's Remarks

Support

By way of full disclosure (if you do not know by now) I fully support our DP3's efforts in its fight for restoration lost benefits suffered by retired pilots. To be honest, even if I personally do not benefit, and others retirees do, the fight is well worth it, because the company did us all a huge disservice to say the least. From time to time I have published views concerning the appeal (as I did in issue 105) that are contrary to the DP3 perspective and are views that I do not share. You will see in this issue an official response from our trustees written by Will. The HL is meant to be an open forum and often has published a view that neither I nor the majority shares. That is the nature of our journalistic effort and in one way what we on occasion do here.

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Blog

Update on the High Life's transition to a Blog. I am still beta testing and working through a few issues that I am trying to correct before I rollout this new format. Currently I can't get everything I want. The good, however, appears to outweigh the bad so I believe it will be a benefit to our network and that in the main you will like it.

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](#)

Feds side with Delta in dispute over union election

Minneapolis / St. Paul Business Journal by Ed Stych, Web Producer

Date: Saturday, November 19, 2011, 1:30am CST

Federal labor mediators have rejected a union's claim that [Delta Air Lines Inc.](#) interfered with a failed drive to organize flight attendants last year, the carrier said late Friday.

The decision by the three-member National Mediation Board allows Atlanta-based Delta (NYSE: DAL) to go ahead with merging former [Northwest Airlines Inc.](#) flight attendants under the same work rules as Delta flight attendants.

The NWA attendants joined Delta when the companies merged in 2008. Northwest was heavily unionized before the merger, while Delta remains largely non-unionized.

Read more: <http://www.bizjournals.com/twincities/news/2011/11/19/feds-side-with-delta-in-union-dispute.html?ana=yfcpc>

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From: Yorkieatl@aol.com

Date: 11/18/2011 7:05:09 PM

To: misc@pilotcommunication.net

Subject: Fwd: Delta News Release

News Release

Delta Flight Attendant Representation Election Results Upheld

National Mediation Board denies AFA's interference claims; airline begins process to align flight attendant pay, benefits, work rules and seniority

Nov 18, 2011

ATLANTA, Nov. 18, 2011 /PRNewswire/ -- Delta Air Lines (NYSE: DAL) today received notification from the National Mediation Board (NMB) that the Board has rejected claims of interference filed by the Association of Flight Attendants (AFA) following the November 2010 Delta flight attendant representation election. With its ruling, the NMB has upheld the decision of a majority of voters to reject AFA representation, allowing Delta flight attendants to move forward as a combined workgroup.

(Logo: <http://photos.prnewswire.com/prnh/20090202/DELTALOGO>)

"We have always believed that our flight attendants' voices and votes should be respected," said Joanne Smith, senior vice president – In-Flight Service. "We take very seriously our commitment to helping our employees take advantage of the full benefits of the merger. To that end, we will immediately begin the process of aligning pay, benefits, work rules and seniority for our flight attendants, including bringing pre-merger Northwest flight attendants up to the Delta flight attendant hourly pay rates."

Still pending are interference claims relating to representation elections for employees in Delta's Airport Customer Service, Cargo, Reservation Sales and TechOps Stores groups. The majority of voters in these elections also rejected union representation.

"We are hopeful similar decisions related to those elections will come quickly so that our people in those groups will be able to move forward as well," said Mike Campbell, executive vice president of H.R. and Labor Relations. "It is time to turn the page and continue to focus on making Delta a great place to work. We have the best men and women in the industry and I am grateful for the professionalism they've demonstrated during the past three years."

Delta Air Lines serves more than 160 million customers each year, and was named by Fortune magazine as [the most admired airline worldwide](#) in its 2011 World's Most Admired Companies airline industry list. With an industry-leading [global network](#), Delta and the [Delta Connection](#) carriers offer service to 335 destinations in 59 countries on six continents. Headquartered in Atlanta, Delta employs 80,000 employees worldwide and operates a mainline fleet of more than 700 aircraft. A founding member of the [SkyTeam](#) global alliance, Delta participates in the industry's leading [trans-Atlantic joint venture](#) with [Air France-KLM](#) and [Alitalia](#). Including its worldwide alliance partners, Delta offers customers more than 13,000 daily flights, with hubs in [Amsterdam](#), [Atlanta](#), [Cincinnati](#), [Detroit](#), [Memphis](#), [Minneapolis-St. Paul](#), [New York-JFK](#), [Paris-Charles de Gaulle](#), [Salt Lake City](#) and [Tokyo-Narita](#). The airline's service includes the [SkyMiles](#) frequent flier program, a world-class airline loyalty program; the award-winning [BusinessElite](#) service; and more than 50 Delta [Sky Clubs](#) in airports worldwide. Delta is investing more than \$2 billion through 2013 in airport facilities and global products, services and technology to enhance the customer experience in the air and on the ground. Customers can check in for flights, print boarding passes, check bags and review flight status at [delta.com](#).

SOURCE Delta Air Lines

No pillows in coach, but it's sundae time up front

Enjoy that middle seat in coach: Up front, they're having mahi-mahi

By Scott Mayerowitz, AP Airlines Writer | AP – Sat, Nov 19, 2011 10:29 AM EST

NEW YORK (AP) -- Flying has never been so good — for those able to splurge.

While most Thanksgiving travelers will fight for overhead bins and go hours without a snack or room to stretch their legs, life in first class is stress free. It's always been a special place on the other side of the curtain. Now, it's getting even cushier.

U.S. airlines, profitable again after a disastrous decade, are spending almost \$2 billion to upgrade amenities for their highest-paying customers. On the most profitable international routes, high fliers are being treated with preflight champagne, flat-screen TVs and seats that turn into beds. Flight attendants greet them by name, hang up jackets and serve meals on china.

The lavish treatment is meant to keep people like Tim Carlson happy. Carlson, the chief financial officer of a semiconductor materials company, has taken 189 flights in the past two years, traveling 353,176 miles on United and its partners.

After the pilots, Carlson might just be the most important person on the plane. United will do anything to make sure another airline doesn't steal his business. Agents call him about delays and reroute him so he doesn't miss meetings.

Read more: <http://finance.yahoo.com/news/No-pillows-coach-sundae-time-apf-3227788572.html?x=0&l=1>

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. Appeal of 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 New Mar 18, 2011, April 29, 2011, July 29, 2011, Aug 29, 2011, **Filed with PBGC on 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** April 1, 2011 payment, **the HCTC is at 72.5%.**
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):

From: [George Leatherbury](#)

Date: 11/14/2011 2:56:40 PM

To: mark@pilotcommunication.net

Subject: PCN

Mark – another change to the HCTC. Your Remaining financial items for retirees to watch:

Action expired and subsidy effective Mar 2011 is now back to 65%.

This has now changed - Effective in March for the April 1, 2011 payment, **the HCTC is at 72.5%.** It is also available for spouses of pilots who are less than 24 months into Medicare (usually 65 and 66 years old).

As the law reads now, the HCTC will end on 12/31/2013.

Editor: Thanks George, so noted above.

Pension:

Letter from Will Buergey concerning the post by Denis Waldron soliciting an additional and separate PBGC appeal:

Dear Mark:

We appreciate all of the support you have provided to DP3 through your PCN Network. Based on your past support, the DP3 trustees were surprised that you published a letter from a retired pilot leveling several accusations against the nine volunteers working to protect everyone's retirement benefits, without first asking us for an official response prior to publishing the letter.

The DP3 board wishes to address inaccuracies in the letter you published last week. We have had a long running series of communications with this retiree, who appears to be convinced that the DP3 board has been self-serving in its actions, and consequently has omitted certain issues from the appeals process. Some time ago, we realized that nothing we could say would alter this retiree's view, but now that he has gone public with those accusations in the PCN newsletter, we have been contacted by a few members who are concerned about these allegations.

Below this message, we have attached Will Buergey's individual response to this retiree's request that DP3 finance a separate team of attorneys to revisit the way we are appealing the 3-year look back on age and length of service. (This response to the retiree was sent **prior** to the retiree's PCN post.)

Here are further clarifications in order of the statements made by the retiree in your last newsletter:

- 1- Five of the nine DP3 trustees are affected by the 3 year look back on age and length of service. That is a **majority of the DP3 board**.
- 2- DP3 has **specifically appealed the look back on age and length of service. DP3 has additionally appealed the 3 year look back on the basis of actuarial equivalence**
- 3- Contrary to this pilot's statements, **actuarial equivalence essentially removes the 3% per year age penalty**. Depending on several factors, it could provide a larger gain than the 3% per year penalty. That means, if successful it could more than eliminate the effect of the age look back.
- 4- This retiree has displayed a lack of knowledge of ERISA law in several other statements in his message:
 - a. The three year lookbacks also apply to those who retired over age 60, but within three years of the plan termination
 - b. Most of the retiree's arguments concerning the rationale behind the three year lookbacks actually apply to the five year lookbacks, which were designed to protect the PBGC from changes in a pension plan in anticipation of a potential termination by the plan sponsor—the three year lookbacks had a different purpose
 - c. In other statements, the retiree discusses the flow of money from certain PC3 retirees to other PC3 retirees via PC5, with the implication that the DP3 Board is surreptitiously taking money from the majority of the board (the 5 affected by the age and los look backs) to fund increased benefits for the minority (the 4 trustees who are not). We are not sure where to start. Yes, we find his statement offensive, but the real irony is that if we were able to increase PC5 by another \$500 million dollars, under current PBGC procedures, only about \$50 million would go to eliminate the age and length of service penalties, as a portion of those reductions have already been removed by the PBGC in PC5a, but the other \$450 million would go to the PC4s (currently flying active pilots). Not one nickel would go to the other retirees.
- 5- When a trustee resigned from the DP3 board several months ago, his stated reason was the difficulty in serving on the board, while simultaneously commuting to Istanbul to fly for Turkish Airlines. (During his board tenure, this trustee was unable to attend a single trustee meeting in person, due to his commuting first to Korea, then Turkey.) At the time of his resignation, the **DP3 position on the lookbacks was to listen to the advice of our attorneys—a position that never changed**.

As Chairman Buergey indicated in his letter, DP3 has appealed every legally arguable issue we could think of (including the age and los look backs) regardless of who benefits.

In the last several years, we have generated volumes of information hoping to convey that fact to the retiree group, **without** tipping our hand to the PBGC. We are very concerned that a few of our members would so quickly doubt our motives, requiring us to construct and send this message—we are committed to doing whatever it takes to communicate with our membership and to see their benefits restored.

Sincerely,

Will Buergey, Wendell Lewis, Roger Ross, Clarke Brant, Bill Caiazza, George Leatherbury, Rhea Nichols, Tom Seever, and Kim Welch (Nine unpaid, elected volunteers working daily to restore your lost benefits who would rather be golfing, hiking or just enjoying retirement, and not fighting an entrenched bureaucracy.)

Chairman Buergey's message to the letter writer **prior** to his recent PCN post:

Dear ----,

DP3 has addressed the age and length of service look backs in Section 3 of the consolidated appeals. The arguments were developed over several years by the joint efforts of a team of attorneys and the entire DP3 board and represent the most comprehensive arguments this highly qualified group was able to develop **within the existing statutes**.

DP3 welcomes any additional appeals and arguments that may be presented to the PBGC by other parties. In light of the extensive and costly research already done, the Board feels it would be an inappropriate use of our members' remaining resources for DP3 to disregard the work that has been done, and included in our comprehensive appeal, by supporting currently undeveloped additional arguments. We look forward to hearing the conclusions reached by your legal team.

There seems to be an assumption on your part that DP3 went through a process of "picking and choosing" appeal issues, based on some set of criteria, apparently involving personal gain. In fact, every viable issue has been appealed. The only criterion was whether a legally viable argument could be developed. Groups ranging from pre72 hires who retired at age 60 in the early 1990s, to 53 year olds who retired in 2006 will potentially benefit from aspects of the consolidated appeals. The issues range from look backs on several IRC limits as well as age and LOS, to a number of valuation issues, to the way the PBGC is allocating funds.

In order to address all of those issues we have carefully crafted arguments that will survive the rigors of analysis in the legal system. To do otherwise would be to waste our members' money. We are sorry that you feel that there has been some other motivation, and we hope you are successful in your appeals.

Although it did not factor into our decision making process, you should also be aware that a **majority of the DP3 trustees were negatively impacted by the three year lookbacks on age and length of service**. It was in our own self-interest to pursue any viable options to reverse the impacts of those reductions. As you consider pursuing this issue with a different legal team, you also should be aware that ALPA's agreement to freeze the plan prior to its termination also could limit any potential positive impact of removing the three year lookbacks.

Will Buergey

Chairman, DP3

Editor: First, I wish to thank Will for taking the time just to publish the above. That says a lot. I published Denis' post in HL 105 primarily because the High Life is meant to be an open forum and not closed editorial. Denis made some rather intense arguments that would be best validated or debunked and the editor isn't equipped to do that. I personally have a great deal of respect and admiration for our DP3 volunteer trustees and their hard work on behalf of the Delta pilot retiree. Just taking the time to respond to Denis via the High Life is an indication of their dedication. I know there are not only some dissenters but naturally some who carry different points of view. The best way for rumors, accusations, false information and dissenters to be handled (in my opinion) is to be brought to the forum, debated and illuminated. I believe that has been done and I believe we are all better served by continuing our support for our organized effort led by the DP3.

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 **Appeal info:**

<http://www.dp3.org/>

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...

Illness

From: [Ken Fisher](#)

Date: 11/20/11 16:26:07

To: misc@pilotcommunication.net

Subject: Earl Wycoff health update

Mark,

I just received this from retired Captain Earl Wycoff. He was based in DFW for most – if not all – of his career. The last time I saw him, he was living in Northeast Arkansas, but this message makes it appear that he is now in Florida. It sounds as if he had a rough go of it.

Ken - kfisher99@yahoo.com

From: Earl Wycoff [mailto: enwycoff42@cox.net]

Sent: Thursday, November 17, 2011 2:05 PM

To: undisclosed-recipients:

Subject: General update

Dear family and friends,

As some of you know, I had a major health event this September and October which would explain why many of you have not heard anything from me for several months.

September 6th, I was so sick that we called an ambulance and for the next day I basically was unaware of anything. I remember thinking on the way to the hospital, "What do people without family do when a crisis hits like this one?" Fortunately, our son, Spencer, had all ready come from Austin heeding his Mother's distress.

When I woke up in the Critical Care unit of Fort Walton Beach Hospital, more family had gathered. And it became clear that I was a very sick puppy! After about four days of testing and observations it was determined that I had "endocarditis", a bacterial blood infection which had attacked the heart and which could be readily treated with six weeks (!) of intravenous vancomycin (strong antibiotic). Probably it got started in July when the lid to the grill dropped on my left thumb requiring 5 stitches and cracking one of the bones. There were antibiotics given, but apparently not enough. And additionally, there is no longer any doubt, I am a diabetic

The slow road to recovery started. Another week in the hospital and then three weeks in a Rehab center and I was out on the 13th of October. Daughters Joi and Laura helped some with the chore of keeping our household going since Lillie is unable to drive the Tahoe. (She can, but she can't load her wheel chair) The true yeoman duty has been borne by Spencer. And I will never be able to express adequately the gratitude I have for his presence.

The doctor told me that each day in the hospital would knock a month of conditioning off my body. I believe it! Even after three weeks of Rehab training, I was barely able to walk a hundred

feet with a cane or walker assistance. After a month at home with two sessions of in-home physical therapy a week. I can make it a little farther, but I still have a ways to go to recover to full fitness. My limit is about a hundred yards one way and then I have to sit down or my left knee will collapse. And getting into the Tahoe is a challenge that I am about to conquer, but not quite yet.

I am so thankful that the Lord brought Lillie and me together 23 years ago. She has absolutely been the rock of my existence. She has been a staunch supporter keeping the children in line and keeping positive attitudes going at all times (since there were certainly opportunities for gloom and doom early on). But she knew I would be okay and insisted that everyone else reflect that attitude at ALL times. And she has been absolutely amazing seeing that I got two intravenous drips twice a day for the first two weeks I was home. And making sure that I get nutritious meals that fit in to the diabetic life style. And along those lines, I have lost a significant amount of weight. The first 25 pounds in the hospital (I don't recommend that as a diet plan) and another 8-10 since I have been home. I now weigh about 250 pounds (still heavy) but am significantly slimmer looking... clothes are comically loose. And weight loss is continuing although at a slower pace.

Recovery is certain, but certainly not fast enough for me! But then I have always been impatient.

A couple of things I have learned. Be sure someone else knows how to pay the bills. That includes passwords and such. Have people you trust that you can call on for help? Never think you are bulletproof when it comes to your health.

Well, that's about it in a nutshell. Hope all is well with you and yours.

Earl

Misc Posts:

From: JBootehof@aol.com

Date: 11/16/11 22:29:42

To: misc@pilotcommunication.net

Subject: (no subject)

Can a retired pilot rejoin the delta pilot medical plan ?? If so, are there any restrictions Jesse ??

Editor: Jesse, YES, you can get back in the DPMP as long as you enroll during open enrollment at the end of each year. When over 60 to age 65 Delta still subsidizes 50% of the premium as well. I am currently on HCTC but as that program ends at end of 2013 and I will not be 65 yet, so I will need to consider the VEBA or DPMP as well.

From: [richard hinkley](#)
Date: 11/16/2011 4:32:40 PM
To: mark@pilotcommunication.net
Subject: Bankruptcy W2

We just received notification from the IRS in NY that they have found in our favor and are mailing us a full refund based on our amended return for 07. It took about 3 times of our regular tax man and us returning their settlement offer of \$1100 which we did not accept. No mention was made of long term capital gain tax.

Human Interest:

From: [Jeff Pickett](#)
Date: 11/18/2011 10:15:38 AM
To: [Mark Sztanyo](#)
Cc: [Julian Black](#)
Subject: Fw: Stan Collins - Ga Avn Hall of Fame

Hi Mark,

Would it be possible to mention Stan's honor in the PCN Newsletter? It's always great when one of our own gets a well deserved honor.

Thanks for all that you do in keeping the retired community in the loop.

Best,

Jeff Pickett

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

From: [Jeff Pickett](#)
To: Pickettbc@windstream.net

Sent: Friday, November 18, 2011 8:52 AM

Subject: Stan Collins - Ga Avn Hall of Fame

All,

It is with great pride that I pass on the announcement that my friend, mentor, former commanding officer, fellow Delta pilot, and hiking buddy has been recognized for his lifetime of achievement in aviation. He will be joining eight other Delta

notables who are among the 84 people already honored at the Ga. Aviation Hall of Fame located at The Museum of Aviation at Warner Robins AFB. The previous Delta inductees are T.P. Ball, Connie Bowlin, Ed Bowlin, Hollis Harris, Pat Malone, B.V. Hughes, Chris Smisson, and C.E Wollman.

The Georgia Aviation Hall of Fame is chartered by an act of the Georgia General Assembly of the State of Georgia. Its mission is to promote and encourage the growth of aviation within the state by recognizing those persons, living or dead, who have made outstanding and lasting contributions to aviation. Stan was nominated by Delta Captain (ret.) Julian Black, and the nomination was supported by Delta Captain (ret.) Ron Alexander who is a Director of the Ga. Aviation Hall of Fame.

I have attached Stan's biography for your information. Below is the message sent out by Julian Black to his contacts in the Civil Air Patrol.

Sincerely,

Jeff Pickett

From Julian:

Friends of Stan Collins:

Stan Collins has just been selected this week to be inducted into the Georgia Aviation Hall of Fame for 2012.

This is a big honor and we thought you would like to know.

Attached is the Nomination Letter listing Stan's history and accomplishments.

The Enshrinement Banquet for this event will be the evening of April 21, 2012. This is a Black-Tie Event and the cost will be around \$75 a person. This event is held at the Georgia Aviation Museum at Warner Robins, GA.

If you would like an invitation, you can send your request to me with the names and address of the persons interested in attending. jublack@mindspring.com

You may be able to contact the Georgia Aviation Hall of Fame at nbissette@museumofaviation.org to be put on the list for an invitation.

Later tickets can be ordered on line at www.gahof.org.

Colonel Stanley Newcomb Collins, Jr.

1937 –

Stan Collins was born on January 30, 1937 in Alexandria, Virginia. He graduated from the University of Maryland and received a Master's degree from the College of William and Mary in Williamsburg, Virginia. He entered flight training as a NAV/CAD in November of 1956 at Naval Air Station in Pensacola and received his wings and commission as 2nd Lieutenant, USMCR, in June 1958. From May of 1959 to July of 1960 he served with HMR-362 and VMO-2 in Japan and Okinawa. During this time he participated in Operation "Saddle Up" in support of South East Asia Treaty Organization (SEATO) forces in British North Borneo and Operation "Blue Star" in Support of the Republic of China Forces in Taiwan.

On release from active duty Stan served in several Marine Corps Reserve fighter and helicopter squadrons, including VMF-351 and HMA-773, at NAS Atlanta. From 1974-1977 he commanded HMA-773. He retired from the Marine Corps Reserve in July of 1988 with the rank of Colonel. He had flown a number of military aircraft including the F-8, A-4, FJ-4, AD-5, L-19, H-34, UH-1E and AH-1G.

He went to work with Delta Air Lines as a pilot in March of 1965, initially serving as a flight engineer on the DC-6/7. He advanced to Captain in 1972 and later served as a line check airman on the DC-9 and B-727. He retired in February of 1997 as an international L-1011 Captain.

From 1969 to 1975, Stan served three terms in the Georgia Legislature representing DeKalb County, serving on the House Appropriations, Education, Industry and Defense and Veterans Affairs Committees.

On retirement from Delta Air Lines in 1997 Stan became active in the Georgia Wing of the Civil Air Patrol. He rapidly became qualified as a Mission Pilot and Incident Commander. As a CAP Incident Commander he directed and trained other members in many real and training exercises in Search and Rescue in the Georgia area. As a CAP Instructor pilot he has soloed a number of cadets and started them on their aviation careers. One summer he soloed four CAP Cadets in a two-week period during a Georgia CAP encampment. He has served as the Commander of the Peachtree DeKalb Airport Senior Squadron; Director of Operations and Aircraft Maintenance Officer for the Georgia Wing.

He served as Chief Instructor with the PDK Flight Academy, from 2002 to 2006. He does occasional work with Angel Flight by offering his services free to patients that need to fly to and from locations for medical treatment. He served as an FAA Aviation Safety Counselor from 1996 to 2006. He was selected as one of the first five Eclipse-500 (VLJ) mentor pilots, and is currently an independent flight instructor at PDK.

Stan has logged over 26,000 flight hours and holds type ratings in the CV-440, DC-9, B-727, B-757, B-767 and the L-1011. He holds CFI, CFII, MEI, Flight Engineer and A&P Mechanic certificates. He currently owns, operates and maintains a PA-32-260.

In 2007 he received the FAA, Wright Brothers Master Pilot Award for 50 years of accident free flying. In 2010, he received the Senior Member of the Year award for his work as the Georgia Wing Aircraft Maintenance Officer.

In his 54 years of flying he has mentored many pilots and few can match his experience and his proven leadership in military, commercial and general aviation in Georgia.

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

From: DWSkjerven@aol.com

Date: 11/18/2011 5:06:55 PM

Subject: Zero/Zero

Zero/Zero by Charles Svoboda

It happened sometime in 1965, in Germany. I was a copilot, so I knew everything there was to know about flying, and I was frustrated by pilots like my aircraft commander. He was one of those by-the-numbers types, no class, no imagination, no “feel” for flying.

You have to be able to feel an airplane. So what if your altitude is a little off, or if the glideslope indicator is off a hair? If it feels okay then it is okay. That’s what I believed. Every time he let me make an approach, even in VFR conditions, he demanded perfection. Not the slightest deviation was permitted. “If you can’t do it when there is no pressure, you surely can’t do it when the pucker factor increases,” he would say. When he shot an approach, it was as if all the instruments were frozen – perfection, but no class.

Then came that routine flight from the Azores to Germany. The weather was okay; we had 45,000 pounds of fuel and enough cargo to bring the weight of our C-124 Globemaster up to 180,000 pounds, 5,000 pounds below the max allowable. It would be an easy, routine flight all the way. Halfway to the European mainland, the weather started getting bad. I kept getting updates by high frequency radio. Our destination, a fighter base, went zero/zero. Our two alternates followed shortly thereafter. All of France was down. We held for two hours, and the weather got worse. Somewhere I heard a fighter pilot declare an emergency because of minimum fuel. He shot two approaches and saw nothing. On the third try, he flamed out and had to eject.

We made a precision radar approach; there was nothing but fuzzy fog at minimums. The sun was setting. Now I started to sweat a little. I turned on the instrument lights. When I looked out to where the wings should be, I couldn’t even see the navigation lights 85 feet from my eyes. I could barely make out a dull glow from the exhaust stacks of the closest engine, and then only on climb power. When we reduced power to maximum endurance, that friendly glow faded. The pilot asked the engineer where we stood on fuel. The reply was, “I don’t know--- we’re so low that the book says the gauges are unreliable below this point. The navigator became a little frantic. We didn’t carry parachutes on regular MAC flights, so we couldn’t follow the fighter pilot’s example. We would land or crash with the airplane.

The pilot then asked me which of the two nearby fighter bases had the widest runway. I looked it up and we declared an emergency as we headed for that field. The pilot then began his briefing.

“This will be for real. No missed approach. We’ll make an ILS and get precision radar to keep us honest. Copilot, we’ll use half flaps. That’ll put the approach speed a little higher, but the pitch angle will be almost level, requiring less attitude change in the flare.”

Why hadn't I thought of that? Where was my "feel" and "class" now?

The briefing continued, "I'll lock on the gauges. You get ready to take over and complete the landing if you see the runway – that way there will be less room for trouble with me trying to transition from instruments to visual with only a second or two before touchdown." Hey, he's even going to take advantage of his copilot, I thought. He's not so stupid, after all.

"Until we get the runway, you call off every 100 feet above touchdown; until we get down to 100 feet, use the pressure altimeter. Then switch to the radar altimeter for the last 100 feet, and call off every 25 feet. Keep me honest on the airspeed, also. Engineer, when we touch down, I'll cut the mixtures with the master control lever, and you cut all of the mags. Are there any questions? Let's go!" All of a sudden, this unfeeling, by the numbers robot was making a lot of sense. Maybe he really was a pilot and maybe I had something more to learn about flying.

We made a short procedure turn to save gas. Radar helped us to get to the outer marker. Half a mile away, we performed the Before Landing Checklist; gear down, flaps 20 degrees. The course deviation indicator was locked in the middle, with the glideslope indicator beginning its trip down from the top of the scale. When the GSI centered, the pilot called for a small power reduction, lowered the nose slightly, and all of the instruments, except the altimeter, froze. My Lord, that man had a feel for that airplane! He thought something, and the airplane, all 135,000 pounds of it, did what he thought.

"Five hundred feet," I called out, "400 feet.....300 feet.....200 feet, MATS minimums.....100 feet, Air Force minimums; I'm switching to the radar altimeter75 feet nothing in sight.....50 feet, still nothing....25 feet, airspeed 100 knots,"

The nose of the aircraft rotated just a couple of degrees, and the airspeed started down. The pilot then casually said, "Hang on, we're landing."

"Airspeed 90 knots....10 feet, here we go!"

The pilot reached up and cut the mixtures with the master control lever, without taking his eyes off the instruments. He told the engineer to cut all the mags to reduce the chance of fire. CONTACT! I could barely feel it. As smooth a landing as I have ever known, and I couldn't even tell if we were on the runway, because we could only see the occasional blur of a light streaking by.

"Copilot, verify hydraulic boost is on, I'll need it for brakes and steering." I complied.

“Hydraulic boost pump is on, pressure is up.” The brakes came on slowly---we didn’t want to skid this big beast now. I looked over at the pilot. He was still on the instruments, steering to keep the course deviation indicator in the center, and that is exactly where it stayed.

“Airspeed, 50 knots.” We might make it yet.

“Airspeed, 25 knots.” We’ll make it if we don’t run off a cliff. Then I heard a strange sound. I could hear the whir of the gyros, the buzz of the inverters, and a low frequency thumping. Nothing else. The thumping was my pulse, and I couldn’t hear anyone breathing. We had made it! We were standing still!

The aircraft commander was still all pilot. “After-landing checklist, get all those motors, radar and un-necessary radios off while we still have batteries. Copilot, tell them that we have arrived, to send a follow me truck out to the runway because we can’t even see the edges.”

I left the VHF on and thanked GCA for the approach. The guys in the tower didn’t believe we were there. They had walked outside and couldn’t hear or see anything. We assured them that we were there, somewhere on the localizer centerline, with about half a mile showing on the DME.

We waited about 20 minutes for the truck. Not being in our customary hurry, just getting our breath back and letting our pulses diminish to a reasonable rate. Then I felt it. The cockpit shuddered as if the nose gear had run over a bump. I told the loadmaster to go out the crew entrance to see what happened. He dropped the door (which is immediately in front of the nose gear) , and it hit something with a loud , metallic bang. He came on the interphone and said “Sir, you’ll never believe this. The follow-me truck couldn’t see us and ran smack into our nose tire with his bumper, but he bounced off, and nothing is hurt.”

The pilot then told the tower that we were parking the bird right where it was and that we would come in via the truck. It took a few minutes to get our clothing and to button up the airplane. I climbed out and saw the nose tires straddling the runway centerline. A few feet away was the truck with its embarrassed driver.

Total damage---one dent in the hood of the follow me truck where the hatch had opened onto it.

Then I remembered the story from Fate Is the Hunter. When Gann was an airline copilot making a simple night range approach, his captain kept lighting matches in front of his eyes. It scarred and infuriated Gann. When they landed, the captain said that Gann was ready to

upgrade to captain. If he could handle a night-range approach with all of that harassment, then he could handle anything.

At last I understood what true professionalism is. Being a pilot isn't all seat-of-the-pants flying and glory. It's self-discipline, practice, study, analysis and preparation. It's precision. If you can't keep the gauges where you want them with everything free and easy, how can you keep them there when everything goes wrong?

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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Get your holiday events in to be listed!

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From: [David L. Roberts](#)

Date: 11/19/2011 11:07:07 PM

To: [MY DELTA FRIENDS](#)

Subject: Fwd: 7th Annual Retired Pilots' Holiday Dinner (It is not too late) ((Dave, could you please forward again))

(I am sorry if you have already made a reservation, I asked Dave to forward to his contacts)

It is not too late, and we are already getting a good turn-out!

Only 3 weeks away!

The "best" way to begin the Holiday Season.

7th Annual Retired Pilots' Holiday Dinner

Sunday, December 11th, 2011, 06:30 pm until 10:30 pm

The Vinings Club



*Located in the "Overlook" complex just off I-285 on Paces Ferry Road
2859 Paces Ferry Road, Atlanta, GA 30339*

**Gourmet Dinner with Wine, Open Bar (all evening), Passed Hors d'oeuvres, Salad,
and Dessert.**

**Price includes complimentary valet parking, drinks, dinner, and all taxes and
gratuity. \$110 per person, \$220 per couple.**

Dress: Cocktail, Black Tie optional

Please Reply to this email with Your Entree Choice(s):

Name(s)_____

Phone #_____

A: _____ Grilled Filet Mignon, Mashed Potatoes, and Madeira Sauce

B: _____ Crabcakes- Jumbo Lump Crabmeat mixed with Celery, Peppers and Potatoes and Topped with Lemon and Garlic Beurre Blanc

C: _____ Grilled Breast of Chicken, Sauteed Garlic Shrimp, Tomato Salsa and Cilantro

This is a wonderful Holiday party, hope to see you there!

Please send your checks and entree selection(s) to:

**Bruce Van Vliet
3152 Hembree Trace Drive
Marietta, GA 30062
(H) 770-977-3290
(C) 678-617-3449
brucevan@bellsouth.net**

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) :

From: [David L. Roberts](#)

Date: 11/17/2011 9:47:09 PM

To: [MY AVIATION PHOTO FANS](#)

Subject: CVR --- AF447 -- The Final Moments

AF447 -- The Final Moments

Air France flight 447 Rio to Paris June 2009

'Damn it, we're going to crash, it can't be true!':

Terrified final words of pilot on doomed Air France jet. Flight from Rio de Janeiro to Paris went down in Atlantic Ocean with loss of 228 lives.

The final words of three terrified pilots on board an Air France jet which crashed into the Atlantic Ocean have emerged today for the first time. In a scandal which is set to shock all those who work or travel on commercial flights, they reveal absolute panic and ignorance among those in charge of the aircraft.

The exchange is from the Cockpit Voice Recorder (CVR) on Flight 447, which went down in a tropical storm with the loss of 228 lives while flying from Rio de Janeiro to Paris in June 2009.

'Damn it! We're going to crash. It can't be true,' says one of the pilots.

'But, what's happening?' Another replies, seconds before the Airbus 330 plunged into the water, killing everyone on board including five Britons and three Irish doctors.

Until now only selected excerpts from the conversation between David Robert, 37, Pierre-Cedric Bonin, 32, and Marc Dubois, 58, the captain of the plane, have been released. Air accident investigators kept the rest hidden, saying they did not want to upset families of the pilots lost in the worst crash in the company's history. But now Jean-Pierre Otelli, a veteran French flying instructor, has written a book in which he lays the dramatic moments bare. ***Rio-Paris Crash: A Collection of Pilot Errors*** describes how the men failed to deal with a loss of lift. Mr Dubois, who had 11,000 flying hours behind him, was on a routine break when it happened, leaving his two subordinates in charge.

'So, is he coming?' Mr Robert is heard muttering, even swearing in frustration when Mr Dubois takes a full minute to get back to the cockpit.

'Hey, what are you...' Mr Dubois is heard to say when he gets back, to which Mr Robert replies: 'What's happening? I don't know, I don't know what's happening.'

'Instead of lowering the plane's nose to deal with the stall - as they should have done according to normal procedures - they raised it. Mr Bonin is heard saying: 'I've got a problem I don't have vertical speed. I don't have any indication,' before his captain replies: 'I don't know, but right now we're descending. 'Air France argues that the pilots were baffled by numerous confusing signals from the Airbus, while the plane manufacturer insists that it was responding properly. As the plane approaches the sea, the crew began conversing in short, panicked questions. 'What do you think? What do you think? What should we do?' Said Mr Robert, while the plane rocked from side-to-side. 'I don't have control of the plane, I don't have control of the plane at all, ' Mr Bonin replied, as a stall alarm resounded for the sixth time in two minutes.

According to an official report released earlier this year, the last words were from Captain Dubois who said: 'Ten degrees pitch. 'But in his new book Mr Otellis asks who will be held responsible 'for this mess'. 'It is a training problem, fatigue, lack of sleep, or is it due to the fact the pilots are confident that an Airbus can make up for all errors?,' he writes.

France's air accident investigation unit, the BEA, reacted angrily to the publication of the book, with a spokesman saying printing the conversation showed a 'lack of respect to the memory of the crew who died'. Air France has denied that its pilots were incompetent, but has since improved training, concentrating on how to fly a plane manually when there is a stall. Both Air France and Airbus are facing manslaughter charges, with a judicial investigation led by Paris judges already

under way. A judge has already ordered Air France to pay some Â£120,000 in compensation to the families of each victim, but this is just a provisional figure which is likely to multiply many times over.

THE FINAL MOMENTS

Marc Dubois (captain): 'Get your wings horizontal.

'David Robert (pilot): 'Level your wings.

'Pierre-Cedric Bonin (pilot): 'That's what I'm trying to do... What the... how is it we are going down like this?

'Robert: 'See what you can do with the commands up there, the primaries and so on...Climb climb, climb, climb.

'Boninn: 'But I have been pulling back on the stick all the way for a while.

'Dubois: 'No, no, no, don't climb.

'Robert: 'Ok give me control, give me control.

'Dubois: 'Watch out you are pulling up.

'Robert: 'Am I?

'Bonin: 'Well you should, we are at 4,000.

'As they approach the water, the on-board computer is heard to announce: 'Sink rate. Pull up, pull up, pull up.

'To which Captain Dubois reacts with the words: 'Go on: pull.

'Bonin: 'We're pulling, pulling, pulling, pulling.

'The crew never discuss the possibility that they are about to crash, instead concentrating on trying to right the plane throughout the final four minutes.

Dubois: 'Ten degrees pitch.

'Robert: 'Go back up!...Go back up!...Go back up!â€¡ Go back up!

'Bonin: 'But I've been going down at maximum level for a while.

'Dubois: 'No, No, No!... Don't go up !... No, No!

'Bonin: 'Go down, then!

'Robert: 'Damn it! We're going to crash. It can't be true!

'Bonin: 'But what's happening?!

'The recording stops.

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From: [te3st](#)

Date: 11/19/2011 7:41:17 AM

Subject: Angel Flight

<http://www.youtube.com/watch?v=70lkj1hZDnw&feature=related>

Political (food for thought):

For those still flying – here is a message to unite for the duty limitations.

From: [Coalition of Airline Pilots Associations](#)

Date: 11/19/2011 2:43:02 PM

To: [Mark Sztanyo](#)

Subject: CALL TO ACTION: CAPA Calls for "ONE LEVEL OF SAFETY" for ALL airline Operations

CALL TO ACTION: CAPA Calls for "ONE LEVEL OF SAFETY" for ALL airline Operations

CALL TO ACTION: Write the White House to OPPOSE any "Carve-Outs" for Flight and Duty Time Rules

[Take Action!](#)

Fellow Pilots,

As you know CAPA has been working towards new Flight and Duty Time rules as mandated in H.R. 5900. We have continually supported "One Level of Safety" for our nations passenger, supplemental and cargo pilots. Recently we asked for your help to request President Obama to release the long overdue rules being held up at his office.

Now, at the 11th hour, industry trade associations plus cargo and supplemental carriers are pulling out all of the stops to prevent any change to Flight/Duty Time rules for cargo and supplemental pilots.

This selfish action is not only contrary to "One Level of Safety", it is in direct opposition to the scientific data on record. Again, CAPA has long supported "One Level of Safety" for our entire nations' passenger, cargo and supplemental pilots. We have been extremely active on this issue over the last 24 months. These continued attempts by industry undermine the FAA's efforts to achieve "One Level of Safety" for all pilots. Creating separate rules and "special considerations" for cargo and supplemental operations cannot go unchallenged.

Please send a letter to the White House to oppose any "carve-outs" or "special considerations" in the new Flight Time/Duty Time Rules. Your participation in the letter writing campaign is extremely important and time critical.

The time for action is NOW! Contact the White House Today!

Thank you for your time.

Sincerely,

Captain Carl Kuwitzky
President
Coalition of Airline Pilots Associations

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

This one is sobering but I think you will like it:

From: [te3st](#)

Date: 11/19/2011 6:50:17 AM

Subject: Angel Flight

<http://www.youtube.com/watch?v=70Ikj1hZDnw&feature=related>

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From: [dave wall](#)

Date: 11/17/2011 11:31:07 PM

Subject: FW: Rooneyisms

Subject: Rooneyisms

If you will take the time to read these. I promise you'll come away with an enlightened perspective. The subjects covered affect us all on a daily basis:

They're written by Andy Rooney , a man who has the gift of saying so much with so few words. Enjoy.....

I've learned.... That the best classroom in the world is at the feet of an elderly person.

I've learned.... That when you're in love, it shows.

I've learned.... That just one person saying to me, 'You've made my day!' makes my day.

I've learned.... That having a child fall asleep in your arms is one of the most peaceful feelings in the world.

I've learned.... That being kind is more important than being right.

I've learned.... That you should never say no to a gift from a child.

I've learned.... That I can always pray for someone when I don't have the strength to help him in some other way.

I've learned.... That no matter how serious your life requires you to be, everyone needs a friend to act goofy with.

I've learned.... That sometimes all a person needs is a hand to hold and a heart to understand.

I've learned.... That simple walks with my father around the block on summer nights when I was a child did wonders for me as an adult.

I've learned.... That life is like a roll of toilet paper. The closer it gets to the end, the faster it goes.
I've learned.... That we should be glad God doesn't give us everything we ask for.
I've learned.... That money doesn't buy class.
I've learned.... That it's those small daily happenings that make life so spectacular.
I've learned.... That under everyone's hard shell is someone who wants to be appreciated and loved.
I've learned.... That to ignore the facts does not change the facts.
I've learned.... That when you plan to get even with someone, you are only letting that person continue to hurt you.
I've learned.... That love, not time, heals all wounds.
I've learned.... That the easiest way for me to grow as a person is to surround myself with people smarter than I am.
I've learned.... That everyone you meet deserves to be greeted with a smile..
I've learned.... That no one is perfect until you fall in love with them.
I've learned... That life is tough, but I'm tougher.
I've learned.... That opportunities are never lost; someone will take the ones you miss.
I've learned.... That when you harbor bitterness, happiness will dock elsewhere.
I've learned.... That I wish I could have told my Mom that I love her one more time before she passed away.
I've learned.... That one should keep his words both soft and tender, because tomorrow he may have to eat them.
I've learned..... That a smile is an inexpensive way to improve your looks.
I've learned..... That when your newly born grandchild holds your little finger in his little fist, that you're hooked for life.
I've learned.... That everyone wants to live on top of the mountain, but all the happiness and growth occurs while you're climbing it.
I've learned.... That the less time I have to work with, the more things I get done.

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From: CaptGrumps@aol.com

Date: 11/19/11 23:10:58

To: nscgeorge2@gmail.com

Subject: Need a Push..

A man and his wife were awakened at 3:00 am by a loud pounding on the door.

The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.

"Not a chance," says the husband, "it is 3:00 in the morning!"

He slams the door and returns to bed.

"Who was that?" asked his wife.

"Just some drunk guy asking for a push," he answers.

"Did you help him?" she asks.

"No, I did not, it is 3:00 in the morning and it is pouring rain out there!"

"Well, you have a short memory," says his wife. "Can't you remember about three months ago when we broke down, and those two guys helped us?"

I think you should help him, and you should be ashamed of yourself! God loves drunk people too. "

The man does as he is told, gets dressed, and goes out into the pounding rain.

He calls out into the dark, "Hello, are you still there?"

"Yes," comes back the answer.

"Do you still need a push?" calls out the husband.

"Yes, please!" comes the reply from the dark.

"Where are you?" asks the husband.

"Over here on the swing set," replied the drunk.

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 Museum & Fly-in information - <http://www.deltamuseum.org>
Delta Pioneers - <http://www.deltapioneersinc.com/>
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Delta Retiree Connection - <http://www.dlretiree.info>
Delta Retirement Committee - <http://www.dalrc.org/>
DAL Pilots DDPSA - <http://www.ddpsa.com/>
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