

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!*

Lake Tahoe.

## Pilot Communication Net - Group Section.....

**Dear PCN** (of over 2500 subscribers),

### Mark's Remarks

**Monday publishing due to being in transit.** I usually publish the HL on Sunday evening but was in transit and could not get it out until Monday morning. Sorry about the delay.

#### **AMR Pulling a DAL:**

We knew it would happen. It really wasn't much of a question about if, but when. Now that AMR has filed, how successful will they be through the process. Will they get in and out quickly? Will, avoid hostile takeovers and consolidate with their best option? Will they complete the DAL model and terminate the pilot's pension? Some of the questions are up in the air, but the attempt to terminate the pension will surely come. Soon our AMR bretheren may feel like part of the same "family" that we are now apart of.

#### **Flying into Mecca:**

On this recent trip for my current aviation job I flew in to Hotlanta. Wow, "déjà vu all over again", as Yogi would say. We parked at E concourse and after clearing we walked around and I had the same old feelings that we all had in the good ole days. There is a lot that is different with my new job. However, there are some things that feel very feel very familiar:

Like flying the venerable B767-300. Nice airplane that does what it is told to.

Negotiating the way through a TSA gauntlet.

Waiting for the limo at curbside.

But flying into Atlanta and parking at E Concourse brought it all home. For a brief moment, I felt like "I was back." Then we got underway and that fleeting feeling left about as soon as it had come. Déjà vu all over again!

### 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](mailto:misc@pilotcommunication.net)

[pcn.calendar@gmail.com](mailto:pcn.calendar@gmail.com)

[signup@pilotcommunication.net](mailto:signup@pilotcommunication.net)

[illness@pilotcommunication.net](mailto:illness@pilotcommunication.net)

[death@pilotcommunication.net](mailto:death@pilotcommunication.net)

[ads@pilotcommunication.net](mailto:ads@pilotcommunication.net)

[mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

## News Section.....

**Delta News** (Recent stories of interest): [Yahoo](#), [AJC](#)

### Delta calls take off as stock gets a lift

By Chris Mckhann ([chris.mckhann@optionmonster.com](mailto:chris.mckhann@optionmonster.com)) | *optionMONSTER – Fri, Dec 2, 2011 11:03 AM EST*

Delta Air Lines stock has soared by 20 percent as call volume takes off.

DAL trades at \$8.59, off the morning's highs but is still up 0.76 percent. It was down near \$7 last Friday and has gained 21 percent since.

The stock is now back resistance at \$9 that has been unbroken since early July. Some of this move, of course, attributable to the rising tide of the market and the sinking of rival American Airlines into bankruptcy.

More than 52,000 DAL options have already changed hands today, 7 times its total average for a full session. A trader sold 13,577 of the January 9 calls for \$0.43 and bought the same number of the June 9 calls for \$1.10, according to optionMONSTER's systems. The volume in January was less than open interest, so this was likely a roll.

Minutes later another spread was opened, with 8,000 December 8 calls bought for \$0.74 and the same number of January 7.50 calls sold for \$1.34. These volumes were less than open interest, so it is unclear if they were opening or

closing positions, though it is likely the latter. All of the action appears to leave the trader long the June 9 calls, showing the expectation that DAL will continue to climb. (See our Education section)

Read More: <http://finance.yahoo.com/news/Delta-calls-take-stock-gets-optmonster-3679183956.html?x=0>

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**From:** [George Chaudoin](#)

**Date:** 12/2/2011 2:01:50 PM

**Subject:** Re: Delta Certification Requirements

Blue Side Up

George

On Dec 2, 2011, at 12:36 PM, DALRC, Inc. wrote:

To: All Retirees of Delta Air Lines, Inc.

Message Subject: Delta Certification Requirements

Message Date: December 2, 2011

As a service to our members and to all Delta Air Line retirees for whom we have an address, we are reminding everyone that they must comply with the Delta "CERTIFY" program which was outlined in a mailing you should have already received from Delta Air Lines. In this mailing Delta outlines their requirement that all retirees update and certify that their information on file with Delta is accurate. Due to the serious consequences if you do not comply we recommend that you take action as soon as possible as the deadline for compliance is January 31, 2011. If you have not received the mailing from Delta call the Delta Employee Service Center (ESC) at 1-800 MY DELTA (1-800-693-3582), Monday through Friday, 8 a.m. to 5 p.m. EST and follow the prompts to be connected with a representative who can answer your questions. You will need your 9-digit Delta Primary Pass Rider (PPR) number, excluding alphabetic characters, and your birth month and day (mm/dd) to log in. For additional information about CERTIFY, visit the Employee Data Verification web site on DeltaNet.

The DeltaNet website is: <http://dlnet.delta.com/>

- Important: Do not contact DALRC for help with CERTIFY. It will only delay things if you do. We can't do it for you, and we can't answer questions about CERTIFY. This is strictly between you and Delta.
- Everyone must comply, it's important! All employees and retirees need to certify their information so that they have access to insurance benefits (if applicable) and pass travel privileges.
- The health insurance mentioned in the Delta mailing is the Delta benefit for active employees. You must complete the certification even if you do not have health insurance paid for by Delta.
- You will lose your pass and buddy pass privileges if you do not comply. Our understanding is that there will be no appeal.
- All responses must be online so if you do not have a computer, you must find a friend or relative to help you. Again, DALRC cannot do this for you.

The following is a direct quote from the Delta mailing. If you did not receive the Delta mailing, call the Delta Employee Service Center:

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Why is Certify important?

When you validate the information that we have for your dependents, you help Delta eliminate the unnecessary cost associated with the enrollment of ineligible family members in Delta's insurance benefits.

Similarly, you help us to maintain the value of pass travel privileges and buddy passes that we all enjoy.

What's the Process?

You will be asked to complete CERTIFY by following these simple steps:

1. Answer questions in Employee Self Service that will certify your current relationship with dependents on file. Note: If you do not have dependents on file, this step will not apply to you. \*Based on your responses, your dependents will either be "Certified" or "Non-Certified"

- Certified dependents will remain on file for insurance benefits and/or pass travel privileges.

- Non-Certified dependents will be dropped from Delta's systems and will no longer have access to insurance benefits and/or pass travel privileges effective March 1, 2012.
  - 2. Answer questions acknowledging your agreement to follow the Buddy Pass policy. Note: You must complete this step whether or not you have dependents on file.
- \*Based on your responses, you dependents will either be "Certified" or "Non-Certified" for Buddy Passes.
- Certified employees will continue to have access to the Buddy Pass Program.
  - Non-Certified employees will be dropped from the Buddy Pass Program effective March 1, 2012
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Carl W. Brul, Chairman

Board of Directors, DALRC, Inc

If you've already CONFIRMED and CERTIFY... plz disregard.



## About the CERTIFY Initiative

Dependent Data Certification, known as CERTIFY is the last of four employee data verification initiatives and will begin on December 1, 2011 and end at 11:59 p.m. ET on **January 31, 2012**.

**This initiative asks all U.S.-based employees and retirees as well as employees and retirees in Puerto Rico, Guam and Saipan to take action.**

- Employees and **retirees** with dependents on file will need to validate their current relationship with each dependent.
- Everyone will need to confirm their understanding of and agreement to follow the **Buddy Pass policy**.

During the CERTIFY period there will also be an opportunity to "go paperless" and opt to receive certain Company communication and benefit-related documents electronically at either their Delta or personal email address.

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**Sign into DeltaNet**

**Move your mouse over Employee Info and click on Self-Service. After you read the notice, click on Agree**

**CONFIRM** [Review Your Name and Update Permanent Address Emergency Contact](#)

**CERTIFY** [CERTIFY YOUR DEPENDENTS \(for passes\)](#)  
[CERTIFY BUDDY PASS POLICY \(that u understand the rules\)](#)

## Boeing's Vying for \$15B United Order, Could Lift \$90 Stock Price

by: Trefis December 2, 2011

Boeing ([BA](#)) is in an advanced stage of negotiations with United Continental ([UAL](#)) over an order for up to 180 narrowbody jets, according to Reuters. [1] The aircraft manufacturer is competing with Airbus for the deal – worth about \$15 billion at list prices – and analysts speculate that a split-order is the most likely outcome. If Boeing manages to secure exclusivity, however, it would be the latest in a string of high-profile coups for the manufacturer, continuing a trend which could send its global market share above 40%.

[See Full Analysis for Boeing Here](#)

### Downturn Fails to Dent Demand for New Jets

Ongoing economic uncertainty may have forced airlines to cut capacity in recent months, but for aircraft manufacturers Boeing and Airbus there is little evidence of a slowdown in demand. High oil prices have piqued customers' appetite for more fuel-efficient fleets, leading to several large scale deals throughout 2012 – including a 460-plane order by American Airlines ([AMR](#)). In the last month alone, Boeing has secured contracts to deliver 50 long-range Boeing 777s to UAE-based Emirates Airlines, and 230 short-haul jets to Indonesian carrier Lion Air. Each deal is worth about \$20 billion at list prices, and they include options for several hundred more jets.

According to its own conservative estimate, Boeing expects global demand for commercial aircraft to total 33,500 units between 2011 and 2030. [2] Having delivered 1,270 commercial aircraft last year, we believe the manufacturer will capitalize on this growing demand for fuel-efficient models by raising output steadily between now and at least 2018. Our chart below illustrates how its accelerating production line activity contributes to a Trefis price estimate of \$90.

Read more: <http://seekingalpha.com/article/311527-boeing-s-vying-for-15b-united-order-could-lift-90-stock-price?source=yahoo>

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## Why's it so hard to make money running an airline?

### For US airlines, elusive profits can put landing in bankruptcy court on the flight plan

By Joshua Freed, AP Airlines Writers

NEW YORK (AP) -- Airlines may defy the law of gravity, but they can't ignore math.

When American Airlines sought bankruptcy protection this week, it marked the 189th time a U.S. airline has done so since the government deregulated the industry in 1978. Most lived to fly again, as American probably will. Some were grounded forever.

Expensive labor contracts, erratic fuel prices and passengers used to cheap cross-country fares were to blame this time. Other times, costly planes, fears of terrorism and even outbreaks of disease have pushed airlines to the breaking point.

"It's just a crapshoot," said Bill Diffenderffer, CEO of Skybus Airlines, which stopped flying on April 5, 2008 after less than a year in business. It was the third airline that week to fail.

In the past decade, U.S. airlines have lost a combined \$54.5 billion and failed to make money in seven of 10 years.

So why is it so hard to make money running an airline?

— Planes are expensive. A Boeing 737's list price is about \$80 million; leasing one costs about \$300,000 a month.

Read more: <http://finance.yahoo.com/news/Why-hard-make-money-running-apf-1054946560.html?x=0>

## Special Section on AMR:

### Letter I received after AMR's Ch 11 filing:

Dear AAdvantage® Member,

As you may know, on Tuesday, November 29, American Airlines filed for reorganization under Chapter 11. We took this action as part of our efforts to secure our long-term success in delivering the highest standards in air travel. We are committed to meeting your travel needs with outstanding customer service and safety, and it will be business as usual at American throughout our reorganization process. More than 80,000 people at American appreciate your loyalty and look forward to continuing to serve you.

We want to assure you that your AAdvantage® miles are secure. **The AAdvantage miles that you've earned are yours and will stay yours, subject to usual policies, until you choose to redeem them for a great award with us.** Likewise, your elite qualifying miles and your elite status, including lifetime status granted under the Million Miler<sup>SM</sup> program is secure and remains intact. You will continue to earn miles through all our existing AAdvantage participating companies and you will be able to redeem those miles for the same great awards — flights, upgrades, car rentals and hotels just to name a few. And, throughout the coming year, we will be adding even more opportunities to earn miles, as well as new ways to redeem those miles.

American is honoring all tickets and reservations as usual, and making normal refunds and exchanges. And, we intend to maintain a strong presence in domestic and international markets. As we and all airlines routinely do, we will continue to evaluate our operations and service, assuring that our network is as efficient and productive as possible. Additionally, relationships with our oneworld Alliance and other codeshare partners are continuing to provide you with opportunities to earn and redeem miles for travel to hundreds of destinations worldwide, and we are honoring all tickets and reservations for travel on our partner airlines as usual. For information about American's reorganization process, please visit [AA.com/restructuring](http://AA.com/restructuring).

Even more importantly, we remain committed to providing a superior customer experience with a focus on delivering what our customers value most — the newest fleet with our upcoming aircraft deliveries, network strength in the important cities of the world and world-class products, service and technology.

American Airlines has a proud history, and we will have a successful future. All of us on the American team thank you for your loyalty and we look forward to welcoming you aboard soon.

Sincerely,



Maya Leibman  
President — AAdvantage Loyalty Program

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## American Seen Shrinking About 10% With Focus on U.S. Flight Cuts

By Mary Schlangenstien and Mary Jane Credeur - Dec 2, 2011 *Blomberg*

[AMR Corp. \(AMR\)](#)'s [American Airlines](#) may shrink flying capacity about 10 percent to reduce operating costs and pare unprofitable routes in bankruptcy, according to analysts surveyed by Bloomberg.

Cuts probably will be deepest in domestic operations, and may be greater should American combine with a rival before exiting court-supervised reorganization, some of the six analysts said. Fort Worth, Texas-based AMR hasn't specified any reductions since filing for Chapter 11 protection on Nov. 29.

American faces a balancing act between paring flights to save money and keeping its route system large enough to retain business travelers. The third-largest U.S. carrier has fallen behind [United Continental Holdings Inc. \(UAL\)](#) and [Delta Air Lines Inc. \(DAL\)](#), which both expanded through mergers since 2008.

"I don't expect them to come out and say they're going to slash their network because that would raise questions on how viable this entity is," [Hunter Keay](#), a Wolfe Trahan & Co. analyst, said in an interview. "Something in the range of 5 to 10 percent is possible."

Read more: <http://www.bloomberg.com/news/2011-12-02/american-airlines-seen-shrinking-about-10-with-focus-on-u-s-flight-cuts.html>

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## **Boyd Group On AMR's Filing** **Very Thorough** **If you don't already know why AA filed, you will after reading this.**

<http://www.aviationplanning.com/Images/AMR%20Bankruptcy%20-%20Time%20For%20Reality.pdf>

**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 Now 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):

## **Pension:**

*Editor: If you read the following 2<sup>nd</sup> post by Denis, please allow me a little bit of preface. The points that Denis holds are not shared not considered accurate by our current DP3 Trustees. When given opportunity to rebut, the Trustees view the point counter-point in a public discussion counter productive to out appeal process. Though I do not share the following view, the HL is meant to be an open forum where you the contributor are allowed to share. That said here is Denis' 2<sup>nd</sup> post.*

**From:** [Denis Waldron](#)

**Date:** 11/25/2011 6:53:41 PM

**To:** [Mark Sztanyo](#)

**Subject:** Re: added PBGC lookback age and length of Service penalties

Mark and your newsletter readers,

There is no sense in debating the age and length of service issue in public, so this is the last explanation I plan to give until/ unless it is later turned over to legal representation - thanks for posting. I appreciate the efforts of the DP3 Trustees who volunteer to represent retired Delta pilots' interests. It is too bad that differences of opinions sometimes happen. I always try to keep in perspective that it was Delta, DALPA, and now the PBGC that have divvied up our earned pensions.

I have repeatedly asked DP3 Trustees about the inclusion of age and length of service being part of the appeal since Bud Musser resigned over that issue almost a year ago. Bud's public reasons were real, but he always intended to serve his term until the huge split on the board which Will is papering over. The replies I have received from DP3 Trustees have been cryptic. When it was missing from the DP3 summary I asked DP3 to get a second legal opinion to which they refused, suggested I use my own legal representation, and told me "good luck". Will now states this in the latest PCN Newsletter: "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". I see no evidence of a specific appeal of age and length of service in their appeal summary, and have not received any assurances that it is included other than the sentence above.

I was involved in the parallel DP3 legislative effort with several trips to Washington and lots of email lobbying. This was the wording (my emphasis) of what we gave to Congress last year and is at the end inside of this DP3 link:

<http://www.dp3.org/data/PBGC%20whitepaper%20executive%20summary.pdf>

*"To clarify what we believe to be existing congressional intent to protect retiree benefits, we propose that the following legislation be enacted:*

*The Pension Benefit Guarantee Corporation shall use the Defined Benefit Plan income and pension benefit limitations defined in IRS codes 401(a) and 415(b) in effect on the date of the plan termination when calculating the pension benefits payable under Priority Category Three (PC3). **In addition the greater of the retiree's age and length of service used to calculate the pension at the time of retirement, or the retiree's age and length of service at plan termination will be used when calculating benefits protected under Priority Category PC3.** Regardless of these provisions, The PC-3 benefit shall not exceed the qualified benefit to which the plan participant was entitled on the day before the plan was terminated. These changes shall be retroactive and apply to all defined benefit plans terminated after Sept 11, 2001."*

Please look at the suggested letter to Congress DP3 recently sent you, and notice that the age and length of service issue is also now missing from there. I do not know if it has been withdrawn in the actual proposed legislation.

Age and length of service is being appealed to the PBGC via my individual appeal and according to Will by DP3, which now preserves it for possible future litigation when the PBGC Appeals Board eventually rules. Retirees and DP3 have a lot of time to decide if they want to include this in any future litigation – there seems to be little sense in spending funds at this time to argue this inside a PBGC administrative appeal. We can revisit after the PBGC rules to see the level of commitment from retirees to pay for a legal firm retainer to support my individual PBGC appeal to remove those added false age and years of service penalties if it is not pursued by DP3. Otherwise those of us suffering from them will have to rely only on the “actuarial equivalence” which DP3 copied from the US Airways Soaring Eagles Claim Seven, and it is pending in their litigation.

Again, I am trying to keep everything in perspective - the fix was in to take much of our earned pensions, and our efforts to recover some are an uphill battle. I wish all retirees focus on fun and family during the holidays.

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 Update** - Howie Rotchford

**From:** [George Chaudoin](#)

**Date:** 11/21/2011 8:16:25 AM

**Subject:** Howie Rotchford Illness Update

Hi George, Just a note to let you know Howard finished 5 months of chemo and has been declared cancer free. He is doing very well considering he still has tubes coming out of his kidneys that empty into bags attached to his legs. We are going back to Boston in the end of Jan. to see if they can reverse the procedure back to his bladder. He is amazing, like some old war horse, he just keeps bouncing back. We commuted to Boston Dana Faber once a week from Maine all summer, it was worth it, they are wonders down there. Hope all is well with you and Anne. Give her my love. If you get down our way be sure and call us. Would love to see you both.

Love Betty

239,394 9352

Blue Side Up

George

## Misc Posts:

**From:** [John B](#)

**Date:** 11/27/2011 3:42:50 PM

**To:** [the-newswire@googlegroups.com](mailto:the-newswire@googlegroups.com)

**Subject:** Information needed

If anyone has the Weblink which contains the photos from the PanAm reunion this year in Miami could you please send me the information. This is needed for some local PanAm retiree's. Thanks.

John Bozinny

[wallybird976@gmail.com](mailto:wallybird976@gmail.com)

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**From:** [David McKelvey](#)

**Date:** 11/21/2011 1:52:55 PM

**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**Subject:** Rooneyisms

Mark,

Snopes reports that the "Rooneyisms" from PCN 106 are not attributable to him, but I think they are worthwhile in any event.

David McKelvey

*Editor: Thanks David for keeping us correct. Because of it being humor I didn't research authenticity.*

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RE: Survivor Info

Galen F Nicklaw

Email: [enxxxxx@bellsouth.net](mailto:enxxxxx@bellsouth.net)

Mark, I'd like wife Eva (above address) to have a link on her computer to access the "suivivor" information links, just in case. She does not need more than just a active link, not all the PCN information I receive.

*Editor: Galen, both of the links below may be helpful for her concerning survivor contacts and benefits and the condition and method of the D & S Trust. Please have her visit these pages then bookmark or place in favorites. Hope this is what you were looking for.*

<http://rsp.homestead.com/DALSurv.html>

D & S Trust info:

[http://pcn.homestead.com/Archive\\_Gost.html](http://pcn.homestead.com/Archive_Gost.html)

**From:** [Galen F Nicklaw Jr](#)

**Date:** 11/30/11 14:39:59

**To:** [Mark's Gmail](#)

**Subject:** Re: Survivor info from PCN

That's perfect Mark, exactly what I wanted for her. Thanks for your efforts on our behalf. Galen

## Human Interest:

AZ Aircraft Accident:

Dear Retirees:

You may have heard the news about the private plane that crashed in the Superstition Mountains near PHX on Thanksgiving eve leaving no survivors. Four of the six onboard were members of **LAX F/A Karen Perry's immediate family**; former husband, Shawn (39), daughter Morgan (9), and sons Logan (8) and Luke (6). Shawn, a pilot for US Airways was taking the children to be with him for the holiday.

Karen has lived through enormous challenges being a double breast cancer survivor, daughter Morgan had undergone numerous brain surgeries to alleviate epileptic seizures. Luke was diagnosed with autism. There has never been an occasion for us to rally around one of our own more than now.

A fund has been set up at her local community bank:

You may send donations payable to the PERRY FAMILY FUNERAL FUND, Gold Canyon Bank, 6641 S. Kings Ranch Rd #2, Gold Canyon, AZ 85118.

Cards and notes of condolence/encouragement may be sent to: Karen Perry, 7499 E Cliff Rose Trail, Apache Junction, AZ 85118-1962.

The DALRC Board of Directors

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

**From:** [Connie Bowlin](#)

**Date:** 11/20/2011 10:38:51 PM

**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**Subject:** a picture for you

Hi Mark,

Thank you for your continued work to keep all of us informed.

I have a favor to ask.. if you think it is appropriate I would appreciate if you could mention that Aviation Autographs is a great place to purchase a **gift for the Aviation and/or History buff** with a link to our website. An ad photo is attached! Aviation Autographs is a source for some really nice Autographed books and lithographs that will make great Christmas presents for aviation and history enthusiast.

The Military Channel series "Missions That Changed the War" is also available on our website. Ed & I have worked with our friends at "Sleeping Dog Productions" for many years to record and preserve the stories of many of our friends who were World War II Aviation greats. These gentleman would be very proud to know that their stories are now being told in an entertaining and historically accurate way.

Our website is:

[www.AviationAutographs.com](http://www.AviationAutographs.com)

Thank you and Happy Holidays

**Event Announcements** (Click here for [Calendar](#)): to post [pcn.calendar@gmail.com](mailto: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: <[DWSkjerven@aol.com](mailto:DWSkjerven@aol.com)>

Date: Dec 2, 2011 8:57 PM

This coming Tuesday is the **first Tuesday of December** and time for the monthly ORD Delta Pilot's breakfast. As always, it is at Mama Rini's, 177 W. Virginia Ave, Crystal Lake or about 1 1/2 miles north of the Lake In The Hills airport at 09:30. Let me know if you are flying in and I'll pick you up. Seasons Greetings and I'll see you there, David W. Skjerven

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

**From:** [Roger Arndt](#)

**Date:** 11/21/2011 1:23:47 PM

**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)

**Subject:** Looking for.....

Mark, I've been asked to locate **Ken Melnick**. Can anyone help?

Thanks.....Roger Arndt ([levigne1@gmail.com](mailto:levigne1@gmail.com) )

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

**From:** [Bean, Judy M](#)

**Date:** 11/30/2011 9:33:29 AM

**To:** [Bean, Judy M](#)

**Subject:** SURPLUS ONLY SALE!!

## Surplus Only Sale...

Wednesday, December 7<sup>th</sup>, 9am- 2pm

In Historic Hangar 2 at Delta's General Office complex

DISHES...GLASSWARE...DESKS...BLANKETS...PILLOWS...

AND A FEW SURPRISES!!

Help us get the word out about this sale by forwarding this email to anyone you think might be interested.

Thanks,

Judy Bean

Delta Heritage Museum Store Manager

404-773-1219

[judy.m.bean@delta.com](mailto:judy.m.bean@delta.com)

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

From: "Bje123" <[bje123@gmail.com](mailto:bje123@gmail.com)>

Date: Dec 2, 2011 7:08 PM

Subject: Important lesson for Pilots

To:

**Subject: LOT B763 Belly Landing Prelim Report**

## **Accident: LOT B763 at Warsaw on Nov 1st 2011, forced gear up landing**

By Simon Hradecky, created Thursday, Dec 1st 2011 11:44Z, last updated Thursday, Dec 1st 2011 11:54Z

The Polish Panstwowa Komisja Badania Wypadkow Lotniczych (Polish State Commission for Aircraft Accident Investigation, PKBWL) released their **preliminary report** reporting that the aircraft suffered a hydraulic leak shortly after takeoff from Newark's runway 04L, when the gear and flaps were retracted. The center hydraulic system's (System "C") pressure dropped as a result. Just after the flaps had fully retracted the crew received a low pressure message on the Engine Indication and Crew Alerting System (EICAS), the hydraulic quantity indication reduced from 105.1% to 10.6% in 2 minutes, the aircraft was climbing through 3850 feet MSL at that point. The crew actioned the relevant checklists and consulted with the airline's operations center resulting in the decision to continue the flight.

While on approach to Warsaw the crew performed the alternate gear extension procedure however the gear did not extend. While in a holding military aircraft were dispatched to visually check the aircraft and reported the gear was still in the up position. The crew attempted another gravity extension which still did not extend the gear.

About 72 minutes after aborting the first approach to Warsaw, in view of the failed attempts to lower the gear and the fuel reserves depleting the crew decided to commence a belly landing. After the aircraft came to a stop an evacuation commenced through all doors except for the right hand overwing exits, the evacuation was completed in about 90 seconds.

About 15-20 minutes after the end of the evacuation the first members of PKBWL arrived at the scene and found the "C829 BAT BUS DISTR" circuit breaker on the P6 panel was in the popped position, the "C4248 LANDING GEAR - ALTN EXT MOTOR" circuit breaker was in the closed position. The recordings of cockpit voice recorder and flight data recorder were secured.

Circuit breaker C829 protects a number of systems including the alternate landing gear extension system. It's position was not recorded or indicated by any aircraft system.

After the aircraft was lifted off the runway, the circuit breaker C829 was closed, then the alternate landing gear extension was activated and successfully extended the landing gear, so that the aircraft could be towed to the airline's maintenance hangar.

On Nov 2nd the location of the hydraulic leak was identified in a damaged hose belonging to the center hydraulic system. The hose was disassembled and sent to the NTSB for further analysis.

The captain held an ATPL and accumulated 15,980 hours total flying time (thereof 14,007 hours in command) and 13,307 hours on type. The first officer (ATPL) accumulated 9,431 hours total flying time, thereof 1,981 hours on type.

The open circuit breaker (Photo: PKBWL):





The damaged hydraulic hose (Photo: PKBWL):



Best ever,

Joe Personett

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**From:** [DWSkjerven@aol.com](mailto:DWSkjerven@aol.com)  
**Date:** 12/1/2011 11:55:14 PM  
**Subject:** Interesting collection of USAF airplanes

Friends and family, this is a great collection of USAF aircraft and should show every aircraft most of us have ever flown.

<http://bobshermanspage.com/USAFPlanes.html>

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From: dbfly@att.net  
To: Undisclosed-Recipient:;@smtp108.sbc.mail.mud.yahoo.com  
Sent: 12/1/2011 9:55:36 A.M. Central Standard Time  
Subj: Fw: Back Seat of an F-18

Good one! Watch all 5 segments!

# Back Seat of F-18

Ride in an F/A 18 Hornet. Make sure to click on all 5 excerpts. What a Ride!!!  
Make sure your sound is on. This is very good. Be sure to watch all of the 'scenes' especially 'Scene 2'. You have to click on each photo at the left to watch the scene.  
Click on below:

<http://alt.coxnewsweb.com/ajc/swf/blueangels/blueangels.swf>

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**From:** [John B](#)

**Date:** 11/30/2011 2:11:11 AM

**To:** [the-newswire@googlegroups.com](mailto:the-newswire@googlegroups.com)

**Subject:** Interesting NWA video footage

I received this from a NW retiree and thought everyone would like to see/hear the video's.

John

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To my aviation friends, you may find these interesting. The 1st video is Northwest Airlines History.

The 2nd is a "miraculous" story about a B-727 flight that only survived on one engine because it was able to "drop-down" into the Minnesota River bottoms to gather enough airspeed to continue flight on only one engine.

Hope you enjoy,

Bob,Burns

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I think I have some rare copies of VHS tapes from old Northwest Airlines days.

Tape one is the merger tape made just prior to the merger with Republic. Phil you are the pilot in that video. I recently digitized and uploaded the video to [www.vimeo.com](http://www.vimeo.com). Below is the link to the first video. Lots of fun seeing the old footage. At the very end of the tape is the Northwest gong, that is really fun to hear and see. I shared that with Tarmack, before he flew west, and he used it for his cell phone ring.

<http://vimeo.com/31823271>

The second video is an interview I did with Carl Simmons after his major incident with a 727, when an engine blew up on take-off. We were a lot younger than, as you can tell from the video. Below is the link to that video. I ran into Carl a few weeks ago in Minneapolis and seeing him reminded me that I had the VHS tape of his story. If there had been YouTube back then, Carl would have been famous. He did a unbelievable job getting that airplane back on the ground.

<http://vimeo.com/30763514>

Feel free to share the links with the rest of the RNPA group if you think it appropriate.

Wayne Anderson

## Political (food for thought):

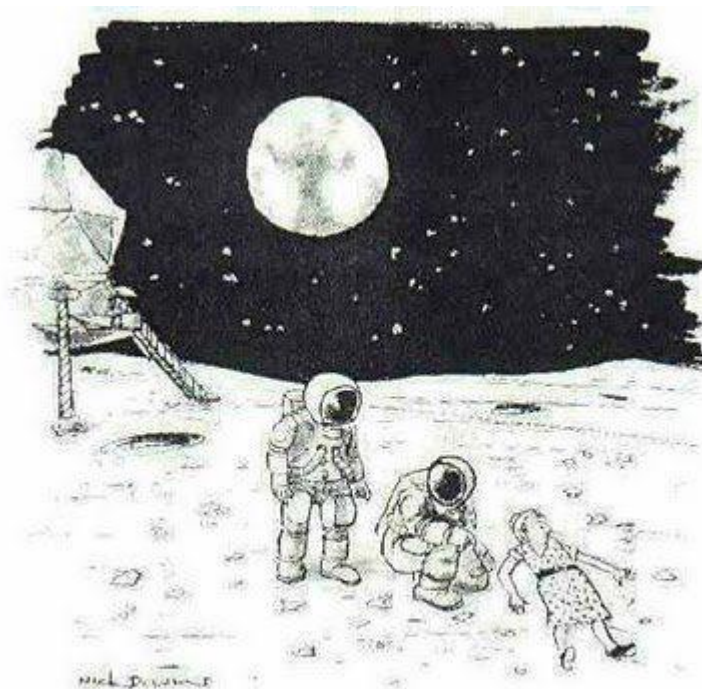
Cain Train has de-railed! Too much steam on the windows.

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

**From:** [George Chaudoin](#)

**Date:** 11/2/2011 4:10:58 PM

**Subject:** You need to remember Jackie Gleason for this one



*"It's Alice Kramden!"*

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## Mark

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

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

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