

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!*

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

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



## Mark's Remarks

Wishing you all a very Merry Christmas, wonderful holiday season and terrific new year!

If you haven't seen this, our family's personal online [Christmas Card!](#)

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**PLEASE! PLEASE!**  
**Take this Action Step and "CERTIFY"**  
**your dependents and Buddy Pass Policy with DAL.**

If this is not done by 11:59PM on Jan 31, 2012, then on March 1, 2012 your dependents will drop off the eligibility list **forever** and you may not be able to issue any buddy passes.

Please spread this word to other Deltoids who may not be connected via our network.

If you have your DalNet login handy then click on this link and you should go directly to the main page of the DalNet with the **CERTIFY** button in the right column to get'er dun.

<http://dlnet.delta.com/> or

Family Status Change Forms and supporting documentation forms are located on Employee Connection on DeltaNet [DeltaNet >Employee Connection > Employee Life Events Checklists and Forms (right nav bar)] and on the Dependent Information page (home page) of the Dependent Certification portal under Helpful Links.

Send the Family Status Change Form and all required supporting documentation, if applicable:

- Via US mail to: Delta **Employee Service Center - Dependent Certification: PO Box 52045: Phoenix, AZ 85072**
- Via FAX number to: 602-797-6261

Questions? If you have questions about the CERTIFY process, the status of your dependents or what to do about Non-Certified status, call the **1-800 MY DELTA** (1-800-693-3582) and select the data verification prompt, Monday through Friday from 8 a.m. to 5 p.m. ET, except certain holidays.

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### Tools for our members:

PCN Main Website: <http://pcn.homestead.com/home01.html>

PCN Google Group archives: <http://groups.google.com/group/PilotCommunicationNet>

PCN Ads—<http://pilotcommunication.net/Ads/> *Updates temporarily suspended*

PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>

PCN Calendar - <http://pcn.homestead.com/Calendar.html>

PCN specific emails: [misc@pilotcommunication.net](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](#)

Employee and Retiree CERTIFY program:

**From:** [Yorkieatl@aol.com](mailto:Yorkieatl@aol.com)

**Date:** 12/12/2011 1:54:32 PM

**To:** [yorkieatl@aol.com](mailto:yorkieatl@aol.com)

**Subject:** Fwd: Latest word from Delta on how to Certify

Hi All,

I would ask everyone getting this e-mail to complete what Delta is asking us to do. Also please send this to all Delta Retirees you know. The ones that do not have e-mail please call and tell them about this.

Everyone needs to know and complete. Let's help our fellow Delta People and Delta.

Thx Paul Schmidt

National President Delta Pioneers Inc.

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## Delta Plans Two New York Hubs 12 Miles Apart

By [Ted Reed](#) 12/17/11 - 10:00 AM EST

ATLANTA ([TheStreet](#)) -- People used to say the airline hubs in Detroit and Minneapolis (once belonging to **Northwest**, now **Delta**([DAL](#) )) were too close. But now Delta is trying something never tried: operating hubs at two New York airports, LaGuardia and Kennedy, a dozen miles apart. The carrier said Friday that by summer, it will build its LaGuardia operations into a hub providing 264 daily departures to more than 60 cities. They include competitors' hubs in Charlotte, N.C., Dallas, Houston, and Miami; key destinations in upstate New York; and small cities such as Wilmington, N.C. The move represents Delta's effort to use 132 LaGuardia slots, just acquired in a [trade](#) with **US Airways**([LCC](#) ), to establish itself as the primary airline in the world's biggest travel market. The slots will enable it to add 100 flights and 26 destinations.

While operating a [domestic](#) hub at LaGuardia, which does not permit international flights, Delta will also continue to operate an international hub at Kennedy, where it offers 140 daily departures to 80 destinations and plans to open a \$1.3 billion terminal early in 2013.

Of course, LaGuardia cannot be a hub in the traditional sense. In Charlotte and Dallas, hub carriers US Airways and **American**([AMR](#) ) have banks of flights in which 80 airplanes arrive and depart

within one hour. The total number of operations permitted in one hour at La Guardia, by all airlines, is about 70.

Read More: [http://www.thestreet.com/\\_yahoo/story/11348730/1/delta-plans-two-new-york-hubs-12-miles-apart.html?cm\\_ven=YAHOOC&cm\\_cat=FREE&cm\\_ite=NA](http://www.thestreet.com/_yahoo/story/11348730/1/delta-plans-two-new-york-hubs-12-miles-apart.html?cm_ven=YAHOOC&cm_cat=FREE&cm_ite=NA)

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## Delta announces big LaGuardia expansion

### Delta Air announces new flying schedule out of New York's LaGuardia, targeting competitors

*By Joshua Freed, AP Airlines Writers | AP – Fri, Dec 16, 2011 4:34 PM EST*

NEW YORK (AP) -- Delta Air Lines Inc. plans a massive flight expansion out of New York's LaGuardia airport, hoping to improve its competitive edge against its two biggest rivals in one of the nation's most important air travel markets.

Delta said Friday that the additions make it the biggest airline between the New York area and other cities in the U.S., as it adds routes that target American Airlines and put it in a better position to compete against United Continental. That should help it grab more high-paying business travelers, a critical passenger segment in major cities like New York.

The list of added cities reads like a map of the hubs of competing airlines. Delta is adding Miami and Dallas, both American Airlines hubs. It will also fly to Houston and Denver, which are United hubs, and Charlotte, N.C. — a hub for US Airways. In all, it will add more than 100 flights to 29 new destinations.

By next summer Delta expects to operate 264 daily flights from LaGuardia — the smallest of the New York area's three main airports. Those flights will go to more than 60 cities, which Delta says is more than any other airline. Currently Delta operates flights to 35 cities out of that airport.

Read more: <http://finance.yahoo.com/news/Delta-announces-big-LaGuardia-apf-576584774.html?x=0>

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

Subject: BABBITT TAKES FLIGHT FOLLOWING ARREST

### After release on DWI charge, FAA administrator made test flight

By the **CNN Wire Staff**

updated 8:13 PM EST, Wed December 7, 2011

FAA Administrator Randy Babbitt was arrested Saturday night on drunken driving charges. He resigned Tuesday.

## STORY HIGHLIGHTS

- Babbitt was arrested on a drunk-driving charge Saturday night
- On Monday he was co-pilot on a government flight from DC to North Carolina
- The proficiency flight was scheduled before the arrest, officials said
- Babbitt resigned as head of the FAA on Tuesday; flight broke no rules

**WASHINGTON (CNN)** -- A day and a half after he was arrested on a drunk-driving charge, FAA Administrator Randy Babbitt co-piloted a government jet to North Carolina as part of a proficiency flight, Federal Aviation Administration officials confirmed Wednesday.

The flight was planned before Babbitt's Saturday-night arrest, officials said, and took place as scheduled Monday morning.

Babbitt does not appear to have violated any FAA rules by taking the flight. Since he has not been convicted of DWI, he was under no formal obligation to report the arrest, and there is no suggestion that he violated a "bottle to throttle" rule requiring eight hours to pass between alcohol consumption and flying.

But Babbitt earned the ire of his boss -- Transportation Secretary Ray LaHood -- by not notifying him of the arrest. LaHood learned of the arrest about 1 p.m. Monday after a Virginia police department published a press release announcing the arrest. Babbitt, meanwhile, was just returning from the proficiency flight.

Within an hour, the DOT issued a press release saying that Babbitt had asked to be placed on leave, and the request had been accepted.

On Tuesday, LaHood told reporters he was "very disappointed" in the way he had learned about the arrest. Babbitt resigned later Tuesday, saying he did not want anything to "cast a shadow" on the FAA.

The resignation brought to an end a tumultuous four days that began about 10:30 p.m. Saturday when a Fairfax, Virginia, police officer said he noticed Babbitt driving on the wrong side of Old Lee Highway, police said. Babbitt was the sole occupant of the vehicle and cooperated fully with police, according to police

Police said after it was determined that Babbitt was under the influence of alcohol, he was taken to a jail where he was charged with driving while intoxicated and released on personal recognizance.

FAA officials said Babbitt had no official duties over the weekend. Babbitt did not return a reporter's phone call.

On Monday, Babbitt went on a proficiency flight in an FAA aircraft, departing Reagan National Airport near Washington, flying to Hickory, North Carolina, and then on to Charlotte, where the plane landed for fuel before returning to Washington. The flight was intended as training for the FAA's new satellite-based navigation system known as Next Gen, the FAA said.

The FAA said administrators with pilot's licenses are permitted to fly FAA aircraft. "Randy Babbitt served as a licensed pilot and maintained qualifications to fly FAA airplanes on official business," the FAA said. "This helps provide firsthand knowledge of the U.S. aviation system."

In this case, another pilot served as pilot in command during the flight, the FAA said.

Under federal regulations, FAA-licensed pilots must notify the FAA within 60 days of being convicted of a drunk driving charge, or when they apply for medical recertification. Neither applied to Babbitt, although officials said senior officials are held to a higher standard.

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## AMR Could Save \$1 Billion With Route Cuts: Analyst

By Ted Reed *TheStreet* Staff Reporter | *TheStreet.com* – Fri, Dec 16, 2011 9:47 AM EST



DALLAS ([TheStreet](#)) -- American Airlines and bankrupt parent **AMR** could save \$1 billion a year by cutting unprofitable routes, veteran airline analyst Bob McAdoo of Avondale Partners suggested in a May report.

"American's problems are clearly fixable," McAdoo said then, "either by this management or by some other."

Today, it seems likely the issues McAdoo raised in May will be front-burner topics in 2012, as creditors and others mull American's future. In most cases, airline bankruptcies lead to cost-cutting on routes, airplanes and employees, and American isn't expected to be an exception.

In his report, McAdoo stated: "More important than its costs are AMR's capacity decisions, its market selection and its unwillingness to halt or reduce flying in markets that are losers."

For instance, he wrote, on the Chicago-London Heathrow route, American loses more than \$75 million a year flying four daily round-trips with 980 seats. By contrast, **United**, with a bigger share of Chicago origination passengers, flies three daily round trips with 549 seats. United's revenue per available seat mile is 10.9 cents, while American's is 8.7 cents, McAdoo said. One problem: American fills its flights with connecting passengers who originate in Dallas and Los Angeles. That cannibalizes its Dallas-London service.

Read More: <http://finance.yahoo.com/news/AMR-Could-Save-1-Billion-With-tsmf-738036499.html?x=0>

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

Request from Capt Ehmer.

**From:** [Jim Ehmer](#)

**Date:** 12/15/2011 3:01:03 PM

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

**Cc:** [William Whalen](#); [sonetas@aol.net](mailto:sonetas@aol.net); [merrily3@cox.net](mailto:merrily3@cox.net); [Jim Munton](#)

**Subject:** Please post in PCN this **request regarding support for 2007 amended return** (Bill Whalen)

Hello Mark,

I received a letter from the IRS & am being audited for my 2007 amended tax return refund claim that was prepared by Bill Whalen.

I have tried repeatedly to contact Bill Whalen and Merrily Probst/Whalen & get no response from either.

I now have no one to represent me in this IRS audit.

Due to the date listed in the IRS audit notice, I had to respond by calling the auditor & setting up an appointment at the IRS Bloomington, MN, office.

In the phone conversation with the IRS auditor, she advised that I should bring with me any IRS Regulations or Tax Court Cases that would support my claim. To get this information, she suggested that I contact those who have won & received refunds.

So, I have these requests:

1) Please send information on IRS Regulations or Tax Court Cases that support the refunds as prepared by Bill Whalen..and/or..

2) Please send a current update on the 2 cases that Merrily Probst/Whalen is working on using the IRS Advocate (Mentioned in PCN 105 of 11/13/2011).

If any of our retired pilots can provide this information to me, I would be most grateful!

Please call or email me if you can help.

I will be happy to share with you any and all information that will lead to my success in defending this claim.

Thanks,

Jim

email: jimemher@yahoo.com

home phone: 651-423-4786

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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:

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):

**From:** [Tom Jacobus](#)

**Date:** 12/06/11 12:19:14

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

**Subject:** Non Rev Travel

Hi Mark,



My 777 pilot neighbor said Delta put out **a short blurb recently that non revs could be denied business class** due to cargo/weight and balance considerations. He told me of a recent JFK - Venice flight where all non revs were boarded in coach and 35 business class seats went unfilled. We remarked that it couldn't be cargo, or they probably wouldn't have been boarded at all. How much fuel burn can be saved by moving non revs to the back? It sounds like a way to deny non revs one of the last good deals available. It also begs the question, would they treat management non revs this way? I flew ATL - NRT then ICN - DTW home in September and got business both ways. It was fantastic! So, either this is a very new policy or it is being selectively enforced. Anyway, my hope is that someone on the network could check this out and get back to us.

Tom Jacobus

*Editor: Tom, below is the DAL program that you refer to that last week I could not find. It is called "PAYLOAD OPTIMIZATION." Please read the details:*

## **PAYLOAD OPTIMIZED Q & A**

Nonrev alert: payload optimization affect some international routes

September 9, 2011

Delta's Payload Optimization Initiative is in place to ensure the most return from all revenue opportunities, including cargo, and in some international markets this could mean nonrevenue travelers are not boarded on certain flights.

Payload Optimization, which was launched two years ago, identifies a flight as weight-critical for cargo or passenger baggage. Weight-critical flights are those on which the planned payload, both revenue and nonrev, cannot be accommodated. Typically, these are longer routes and the weight-critical status is highly seasonal.

Previously, the weight-critical information was not available to gate agents, who boarded nonrev passengers based on seat availability. But when the final weight calculations were made, revenue cargo was either not boarded or could be unloaded to accommodate nonrevs, resulting in lost revenue, additional cargo insurance claims and delayed flights.

Now, the Operations Control Center identifies those flights that will be weight-critical early in the flight planning process. A list of current weight-critical flights is available on the Travel site under Employee Connection on DeltaNet. Delta's policy always has been to board revenue cargo ahead of nonrev passengers.

### **See Also:**

With the implementation of payload optimization, some new challenges have been identified. Following are some questions and answers to help you respond to those challenges.

Q. What does payload optimize mean?

A. It means that the flight you are working is weight critical and every effort must be made to accommodate all booked revenue, including cargo, before clearing non-revs or carrying comat.

Q. What advantages can possibly be gained by payload optimizing?

A. When the Dispatcher indicates a flight is payload optimized, the maximum weight limit is set and displayed in ALIS. It

will allow the departure station to load to that weight limit. The process also alerts both Ops and Gate agents to handle as a weight critical flight allowing them to initiate a different process. (Ex: Gate agent holds off boarding NRSAs until communication from Ops on how many can be boarded)

Q. Isn't that the way ALIS always works?

A1. No. If the flight is not payload optimized, the maximum allowable takeoff weight (MTOW) can fluctuate.

A2. When a flight is payload optimized, ALIS does not use listed NRSAs during weight and balance calculations. However, the ALA has the ability to change the passenger count as he/she sees necessary.

Q. What do you mean the MTOW can fluctuate?

A. For instance, if the flight is limited by RATOW, any change in temperature, barometric pressure, wind direction, or wind velocity (reported or forecast) may alter the RATOW and consequently cause the MTOW to fluctuate. AWABS will always recognize those weather changes, but ALIS will block those weather changes if the flight is payload optimized. However, if the flight is NOT payload optimized, every time the compute function is used in ALIS, the MTOW will fluctuate every time the weather changes, which can cause great problems for the ALIS user.

Q. What is the Load Planner's role when a flight has been payload optimized?

A. The current process indicates the Load Planner must advise the departure station that their flight is payload optimized. That includes removing tolerance, advising them to load revenue cargo before non-revs, and telling them to include child counts for initial WDR production. The ALT "P" hotkey is set up to remove tolerance and send the appropriate messages. At one hour before departure time, the Load Planner must send a reminder message to the departure station that their flight is payload optimized.

Q. When should a flight be payload optimized?

A1. Any time all revenue passengers and/or revenue cargo cannot be accommodated on the flight.

A2. Any time the estimated takeoff weight is within 500 pounds of the AWABS maximum allowable takeoff weight.

Q. If during the auto open process the Load Planner receives a message stating that the flight is a candidate for payload optimization, but it has not been payload optimized what should he/she do?

A1. If the limiting factor is a structural limit, gather your payload information for comparison with the Dispatcher's information, call the Dispatcher, and if appropriate suggest that the flight should be payload optimized.

A2. If the limiting factor is MPTOW, gather your payload information for comparison with the Dispatcher's information, call the Dispatcher, and if appropriate suggest that an increase in the MPTW might be necessary.

Q. How do I know if a flight is a candidate for payload optimization?

A1. During auto open, if the estimated takeoff weight is within 500 pounds of AWABS maximum allowable takeoff weight, a warning message stating the flight is a payload optimize candidate will be sent to the Load Planner's printer.

A2. If your PII message from the departure station has a higher cargo amount than is included on the flight plan, the flight likely should be payload optimized.

Q. If the flight has not been payload optimized and the departure station lets you know they have added more passengers or cargo to the flight and now you can see that the flight plan MTOW limit will be exceeded with that additional weight, what should you do?

A1. If the flight plan was originally limited by MPTOW, check the KSC (ALT 7) to verify that the secondary limit will not be exceeded by the additional passengers and call the Dispatcher to ask for an increase in the MPTW.

A2. If the flight plan was originally limited by a structural limit or the KSC shows the secondary limit will be exceeded, call the Dispatcher with the information and suggest that the flight might need to be payload optimized.

Q. If a flight has been payload optimized and clearly should not have been, what should I do?

A. Call the Dispatcher with the information you have and suggest that the payload optimize designation should be removed.

Q. What should the Load Planner do if the Dispatcher refuses to payload optimize a flight that should be payload optimized, or if he/she refuses to remove the payload optimized designation from a flight that clearly should not be payload optimized?

A. Accept his/her decision and work the flight as normal. Report the flight number, date, city pair, and Dispatcher name to LCC Management.

## Life Section...

### Misc Posts:

### Human Interest:

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

**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:** [Dick Deeds](#)

**Date:** 12/16/2011 1:40:07 PM

**To:** [undisclosed-recipients:](#)

**Subject:** MARK YOUR CALENDAR! **Wallybird brunch January 19, 2012**. Keep WAL Alive!!!!

***From the Wallybird***

When: January 19, 2012

Where: Francesco's Restaurant

Francesco's is located 1 block east of the Hilton Hotel on OAK airport on Hegenberger Road.

Time: 1115

Meal choices are:

Caesar Chicken Salad \$21

Baked Lasagna a la Toscana \$18

Hoagie Sandwich \$16

Meal all inclusive. Your choice of entree, drink, desert and gratuity!

Let start out the new year with a great attendance!!!!

John Erickson is going to give us an update on the Disability and Survivors fund and the maneuvering of DAL with respect to the fund. Come one and all, the fund is an important part of our retirement benefits IF it is kept funded.

Please RSVP me by noon, Monday (but the earlier the better)

January 16 with your menu selection either by email to:

[dickdeeds@pacbell.net](mailto:dickdeeds@pacbell.net)

or Phone:

408-268-0670

Its a new year! Let's get a big turnout and keep the WAL spirit alive!!!!!!

Dick

**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:* [Brian Bass](#)  
*Date:* 12/8/2011 8:58:35 AM  
*To:* '[mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)'  
*Cc:* [Sarah McInerney](#)  
*Subject:* **B777 Check Airman requirement**

Dear Sir,

Allow me to introduce myself, my name is Brian Bass and I currently work with Parc Aviation, a recruitment and aviation leasing company based in Dublin, Ireland. I am contacting you in relation to any of your members who were B777 Check Airmen/TRE/SFEs. At present we have an urgent requirement for B777 TRE/SFE/Check Airmen for a 12 month contract based in Dubai paying \$192,000 per annum. This position does not have an age restriction. It is a ground based position with one of the world's largest carriers, with an opportunity to work with state of the art technology, in five star surroundings.

I would greatly appreciate the opportunity to speak with any of your members who may be suitable and interested. If you need, I would be more than willing to forward further information regarding this position to the pilots in question.

Thank you for taking the time to read my email. I look forward to hearing form you soon.

Kindest regards,  
Brian.

**Brian Bass**  
Operations Support

**Parc Aviation Ltd**  
St. John's Court, Santry, Dublin 9, Ireland.

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E: [brian.bass@parcaviation.aero](mailto:brian.bass@parcaviation.aero)  
Skype: PARCAVFC

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*From:* [Steve Rodmon](#)  
*Date:* 12/17/2011 8:37:43 AM  
*Bcc:* [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
*Subject:* Fwd: IN THE HUDSON RIVER

Hey, this is sooo good. Watch-wait for sound

**Subject: Black Box Generated View of Hudson Plane Ditching**

**This is amazing...computer generated from the black box...**

**In the Hudson River !**

[Click here: #t=109](#)

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**From:** [John Todd](#)  
**Date:** 12/10/2011 10:34:04 PM  
**To:** [marksztanyo@hotmail.com](mailto:marksztanyo@hotmail.com)  
**Subject:** Fw: BOEING 314b

Comments by Bob Klitgaard

For all of you OLD GUYS that are old enough to remember the PAN AM CLIPPERS this is a MUST SEE.

Hard to imagine a full size Restaurant with full size seating for 12 people on any size aircraft of that time period. Check the MENU. I didn't know that they had Diet type drinks at that time.

I had a good friend and neighbor (he passed away about 2 years ago) that was a Navigator/Radio Opr. on the CLIPPERS. He flew all over the world for over 35 years before he retired. Told about a lot of the Exotic places in the world that he and his wife got to visit thru his job.

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

**Political (food for thought):**

*Under Political Humor: Maybe the chimp could have a better aim?*

**From:** [Michael Magon](#)  
**Date:** 12/12/2011 5:36:10 PM



To:

Subject: chimp with an AK47

This is just so wrong you're going to love it.....

<http://www.youtube.com/watch?v=4uf0Z2TTBHc&feature=fvst>

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

From: [Timothy Perkins](#)

Date: 12/17/2011 10:36:44 AM

Subject: Fw: Fwd: 3 D WITHOUT GLASSES

Don't watch on your phone, you need the big screen of your computer

Tim

When you watch this epoch video, you will say WOW to yourself, multiple times..... Worth the watch!

3 D WITHOUT GLASSES .....AWESOME!!!!!!!!!!!!!!

[http://www.youtube.com/watch\\_popup?v=EEu42L0ufBY](http://www.youtube.com/watch_popup?v=EEu42L0ufBY)

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From: [JDiehl](#)

Date: 12/17/2011 6:26:00 AM

Bcc: [marksztanyo@gmail.com](mailto:marksztanyo@gmail.com)

Subject: MERRY CHRISTMAS IN A BIG WAY !!

**MERRY CHRISTMAS TO ALL !!**

**TURN UP THE VOLUME AND ENJOY**

<http://www.flixxy.com/best-christmas-lights-display.htm>

As the story goes, the guy that owns this house lives north of Cincinnati , Ohio .. Police were constantly being called for traffic jams and accidents in the neighborhood so they asked him to shut it down during certain hours. Instead he started charging by car load to pay off duty police to be there.. The guy is supposedly a real computer GEEK.

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From: [rpres66@aol.com](mailto:rpres66@aol.com)

Date: 12/13/2011 1:59:10 PM

**Subject:** Who Started This Christmas Stuff??

## Who Started This Christmas Stuff?

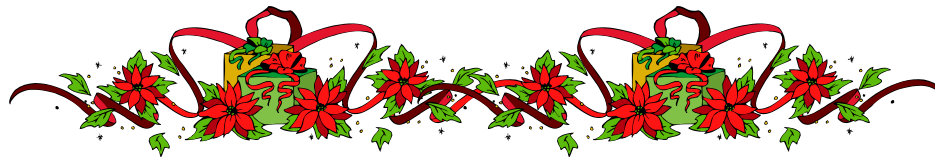
A woman was out Christmas shopping with her two children. After many hours of looking at row after row of toys and everything else imaginable; and after hours of hearing both her children asking for everything they saw on those many shelves, she finally made it to the elevator with her two kids.

She was feeling what so many feel during the holiday season time of the year - overwhelming pressure to go to every party, every housewarming, taste all the holiday food and treats, getting that perfect gift for every single person on our shopping list, making sure we don't forget anyone on our card list, and the pressure of making sure we respond to everyone who sent us a card.

Finally the elevator doors opened, and there was already a crowd in the car. She pushed her way into the car and dragged her two kids in with her and all the bags of stuff. When the doors closed, she couldn't take it anymore and she stated, "Whoever started this whole Christmas thing should be found, strung up and shot."

>From the back of the car, everyone heard a quiet, calm voice respond, "Don't worry, we already crucified Him."

For the rest of the trip down in the elevator, it was so quiet you could have heard a pin drop. This year, don't forget to keep "the One who started this whole Christmas thing" in your every thought, deed and words. If we all did it, just think of how different this whole world would be.



*Merry Christmas All!!!!*

## 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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