

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!

Fireworks celebrating the New Year!

Pilot Communication Net - Group Section.....

Dear PCN (of over 2500 subscribers),

Mark's Remarks

**Hoping you all had a very Merry Christmas and
Wishing you all a very terrific and *Happy New Year!***

+++++

Repeat Plea:

**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.

+++++

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](#)

A Take on Delta's LGA Expansion:

Subject: LGA expansion link

<http://crankyflier.com/2011/12/19/winners-and-losers-in-deltas-big-expansion-at-new-yorks-la-guardia-airport/>

+++++

Delta Will Hit \$18 In 9 To 12 Months

by: Investment Underground December 21, 2011

By Jeffrey Flemin

Delta Air Lines Inc. ([DAL](#)) operates approximately 700 aircraft in nearly 70 countries, stopping at over 350 destinations. It also operate a private charter business, cargo business, and provides various services to other airlines (aircraft maintenance, repair and overhaul, and security & training services.) Delta has several alliances with international and domestic airlines for marketing purposes. It has codeshares with over a dozen international companies and is a member of SkyTeam, which connects it to even more airlines. This allows reciprocity of air miles and frequent flier programs as well as airport lounges and other perks. Domestically Delta is partnered with Alaska Airlines ([ALK](#)) and Hawaiian Airlines, and has service agreements with multiple regional carriers.

A huge concern for any airline is always the price of fuel. Since 2008 Delta has been able to reduce its per gallon average by almost \$1 per gallon. According to the 2010 annual report, in 2008 fuel was 38% of its operating expense; in 2010 it was only 30%, even with an increase of 1.1 billion gallons.

Read more: <http://seekingalpha.com/article/315335-delta-will-hit-18-in-9-to-12-months?source=yahoo>

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

UAL declines on weak outlook

Investor's Business Daily – Fri, Dec 23, 2011 5:32 PM EST

Shares of the largest U.S. airline fell 2% to 19.85 in early trading after analysts cut their Q4 profit estimates. United Continental (NYSE:[UAL](#) - [News](#)) said in a regulatory filing that it expects consolidated passenger revenue per available seat mile to rise 8.5%-9.5% in Q4. Dahlman Rose, which had estimated 10% growth in the quarter, cut its Q4 profit estimate to 25 cents a share from 50 cents. But Dahlman said United could benefit from restructuring at American Airlines (NYSE:[AMR](#) - [News](#)), which filed for Chapter 11 protection in Nov.

Read More: <http://finance.yahoo.com/news/UAL-declines-weak-outlook-ibd-2065519308.html?x=0>

+++++

Bankruptcy judge allows AMR to buy 200 planes

Judge says parent of American Airlines can buy Boeing planes while in bankruptcy protection

By Samantha Bomkamp, AP Airlines Writer | AP – Thu, Dec 22, 2011 12:48 PM EST

NEW YORK (AP) -- A judge says that AMR Corp. can go ahead with its planned purchase of Boeing aircraft, even though the airline is in bankruptcy protection.

U.S. Bankruptcy Judge Sean Lane ruled that the parent company of American Airlines can start the process of buying 200 Boeing aircraft. The ruling was the first hurdle in the company's attempt to buy the planes following its filing for Chapter 11 bankruptcy protection on Nov. 29.

American has also won approval to get out of leases for two dozen aging aircraft. None of the planes are currently in service. AMR says it no longer makes financial sense to keep the planes.

An attorney for AMR also told the judge that there has been no noticeable decline in passengers since the filing.

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

+++++

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.

+++++

Insurance (issues about health, life or disability that are of interest):

Update on DP3 VEBA HCTC Medical Plans Subsidy Payments & VEBA Board Trustee Elections December 19, 2011

Dear VEBA Participants:

In this post, we'll cover the following topics related to the DP3 VEBA Plan:

- New VEBA Premiums for 2012
- Need to Complete IRS Form 8885 for HCTC reimbursement
- Changes to Qualified Family Members
- Election for VEBA Board of Trustees

New Premiums for 2012

You should have received notification from the HCTC of new premiums rates for 2012. There were two components that contributed to the 2012 premium change:

1. The plan received an annual rate increase of 10% due to plan activity and claims experience.
2. The HCTC subsidy level increased from 65% to 72.5% following the passage of the Trade Agreements in October 2011.

Please note that the 72.5% subsidy level is retroactive to your March 2011 payment (for your April 2011 insurance premium payment). This increase in the subsidy was not reflected in the HCTC mailing you received recently. The most recent HCTC mailing calculated premiums at the 65% subsidy level because the IRS-HCTC was unable to re-program its invoicing system before year's end. Also note that the HCTC mailing was not your payment voucher, simply a notification of your premium rate for 2012.

You should receive your payment vouchers shortly, which will also show your premium at the 65% subsidy level (rather than the 72.5% level) for the December payment that covers the January 2012 premium.

The IRS-HCTC is working to make the necessary changes to its computer systems so your premiums are calculated to reflect the 72.5% subsidy level. In the interim, **it's imperative that you continue to pay the amount you have been invoiced on the payment voucher you receive from the IRS-HCTC.** This will be necessary until the IRS can successfully change the vouchers to reflect the proper rates. Failing to pay the amount on your voucher will result in the IRS-HCTC not making the appropriate payment to the insurance provider – meaning your **insurance will be subject to termination.**

The IRS-HCTC has indicated that it hopes to have the re-programming process completed early in the first quarter of 2012. If you have not received your payment voucher from the HCTC, contact Marsh at 1-877-928-VEBA (8322).

Need to Complete IRS Form 8885 for HCTC Reimbursement

As we have noted above, you must pay the amount shown on your payment voucher at the 65% level until you begin to receive a monthly payment voucher that reflects the new subsidy level of 72.5%.

To recover any overpayments you may have made when enrolled in the plan during the months of March 2011 (for the April 2011 payment) through November 2011 (for your December 2011 insurance premium), **you'll need to complete IRS Form 8885** for the 2011 year once it becomes available from the IRS.

You can obtain this form on the IRS web site or at www.coneinsurance.com (after logging in, click on "Resources and Tools" and look for the IRS-HCTC program support). Include this form when you file your 2011 IRS tax return to be reimbursed for your overpayment of 7.5% for up to nine months (April 2011 through December 2011).

When making your payment in December 2011 for January 2012 coverage (or any other payment for 2012 coverage), **note that you will have to wait until you file your 2012 tax return to claim the 7.5% overpayment.** You cannot use the Reimbursement Request Form that was recently reauthorized as it is only available to new enrollees who are making a 100% payment when enrolling.

Changes to Qualified Family Members

Changes to the Qualified Family Members (QFM) guidelines affect retired Delta retirees eligible to participate in the HCTC program and have or will become Medicare eligible between 2/1/2008 and 12/31/2013.

Congress has reinstated the QFM benefit (see attached summary of changes to the HCTC or scroll to end of this message). This is a benefit available to family members of HCTC qualified plan participants who have become ineligible for the HCTC, usually because the member has aged into Medicare.

The QFM benefit will allow the eligible retiree's family to continue to receive the HCTC for up to 24 months after the retiree becomes 65 years old. However, the retiree **must re-apply** for the HCTC for his/her family by completing the necessary QFM forms if they have not already done so. These forms can be found on the www.coneinsurance.com web site under "Resources and Tools" where the IRS-HCTC information is located.

To remain eligible for the HCTC, family members must meet one of the following criteria:

- Be enrolled in a healthcare plan that is eligible for the HCTC (such as the DP3 VEBA)
- Have health coverage through the spouse's employer (and pay more than 50% of the cost), OR
- Be enrolled in COBRA coverage through Delta or any other employer

The HCTC for Qualified Family Members will continue until:

- The Retiree reaches age 67 and has been on Medicare for 24 months
- If the Retiree is classified as Medically Disabled under the age of 65, the QFM will be eligible to participate in the program until the Retiree has been on Medicare for 24 months
- 24 months following the death of a Retiree eligible for the HCTC program
- The QFM reaches Medicare age or chooses a healthcare plan that is not HCTC eligible
- The IRS-HCTC program fails to reauthorize the QFM program after December 31, 2013

Note that Qualified Family Members can recoup the HCTC subsidy retroactive to March for April - December 2011 coverage if they meet the above criteria. Simply complete IRS Form 8885 when filing your 2011 federal income tax return.

Elections for Two VEBA Board of Trustees Positions (December 16 - December 28)

The five-member VEBA Board of Trustees will hold elections for the two members whose terms expire on December 31, 2011. While no one volunteered to run for an open position during the solicitation period, you may still submit your name via the write-in option on the election ballot.

Voting will take place December 16-23, 2011. Absent other interested candidates stepping forward for the two positions via a write-in, the current members -- Mike Cox and Marion "Doc" Hindman – have agreed to serve another two-year term beginning January 1, 2012, and running through December 31, 2013.

You will receive a ballot from third-party administrator Marsh in the near future. To cast a ballot in this election, please return your ballot to VEBA Trust Board member George Leatherbury at g Leatherbury@peoplepc.com. Election results will be posted on the DP3 VEBA link on the DP3 web site and on the Cone Insurance web site prior to January 1, 2012.

Sincerely,

Dave Miller
Chairman, VEBA Board of Trustees

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!)

+++++

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):

Payload Optimization:

Michael Green

Email Skybear777@gmail.com

Issue Area - Non Rev

Comments - Please Tell Delta to stick the wonderful pass policy where the sun don't shine. It's cheaper to get a discounted fare without the attitude of Delta. Retired Captains are treated like 2nd class citizens So I'll keep my 50 bucks and tell all my friends and family to fly any airline but Dumpster !! We once had the greatest airlines in the world..The problem is no one has the balls to tell them to stick the benefit perks up their noses. Captain M.D. Green retired

From: Capt767er@aol.com

Date: 12/18/2011 11:05:15 PM

To: mark@pilotcommunication.net

Subject: Payload optimization

Mark,

The problem with tech note that explains all of this is that it is likely that some routes will be eternally limited for this reason. Seems Delta despite what management team is in place will always come up with something to dilute the benefits promised to employees. My guess is that on the east coast this means that Istanbul, Athens, Moscow, etc where high loads and long legs exist will always be a problem. I was surprised that the Venice leg was a problem as mentioned in the email you referenced? I have already been reluctant to dispense Buddy Passes unless they were gifts and I was paying for them because too many people in the past came away with a negative opinion of Delta and your's truly because of customer service issues with them. If they are a gift not much one can say about a freebe. We already have problems once again believing the numbers posted on the Delta Net for seats available and remaining. I personally have been burned many times in the last year because they have not proven believable and realistic at the airport. Also in ATL in particular when one gets to the gate and there are 100+ standby's on a 757 there is something wrong with the system!!!! A Buddy Pass passenger who has paid perhaps hundreds of dollars would not appreciate knowing they were left behind for a box. Where is the spread sheet on Buddy fares vs air cargo rates?

Agents in ATL are again dispatching flight even the last one of the day with known passengers en route to the gate from connections to meet "ON Time" requirements. It may pay management to actually visit the airport and watch the operation where a single agent is trying to manage an outbound 767 with no help. Seems to be the new standard. What is gained by making 10 paying passengers miss their flight, spend the night at the airport, and be angry in the process? If standby

passengers either paying or non rev were boarded in the process that is one thing but dispatching with empty seats and angry passengers left at the gate is another.

This seems to go in cycles is my observation after nearly 40 years of observation.

Same thing with APU usage and customer service. Despite the disclaimer that passenger comfort should always be primary seems some crews prefer to make um sweat thinking they are doing the company a favor.

I realize I likely am preaching to the choir but wonder who is looking for a promotion and ignoring the far reaching side effects of this kind of policy for both employees, retirees and "friends." I actually in one case of a family member decline this benefit because it simply was not worth the stress and treatment at the airport as a second class citizen. I could not give "travel companion" status away. There are those of course who could not visit someone or bring another family to visit without this benefit and it disturbs me to see yet another limitation on usage.

Regards, Rick Bauer

Life Section...

Misc Posts:

From: T28CDKMK@aol.com
Date: 12/19/2011 5:11:46 PM
To: mark@pilotcommunication.net
Subject: Delta screw-up

Isn't it a shame that our once very fine company managed to check the wrong box, and the IRS would not let it be unchecked. They can come after us for ten years, but we only get three to try to get money back. What a wonderful situation. Still no snow in TVC so no snowmobiling either. Duane

+++++

Following has not been fact-checked!

From: Steve Rodmon
Date: 12/19/2011 9:48:12 AM
To: mark@pilotcommunication.net
Subject: Who gets your Social security when you die

THE ONLY THING WRONG WITH THIS CALCULATION IS THEY FORGOT TO FIGURE IN THE PEOPLE WHO DIED BEFORE THEY COLLECTED THEIR SOCIAL SECURITY!!!! WHERE DID THAT MONEY GO???????????????

This was sent to me, I am forwarding it because it does touch a nerve in me.

This is another example of what Rick Perry called
"TREASON in high places" !!! Get angry and pass this on!

Remember, not only did you contribute to Social Security but your employer did too. It totaled 15% of your income before taxes. If you averaged only \$30K over your working life, that's close to \$220,500.

If you calculate the future value of \$4,500 per year (yours & your employer's contribution) at a simple 5% (less than what the govt. pays on the money that it borrows), after 49 years of working you'd have \$892,919.98.

If you took out only 3% per year, you'd receive \$26,787.60 per year and it would last better than 30 years (until you're 95 if you retire at age 65) and that's with no interest paid on that final amount on deposit! If you bought an annuity and it paid 4% per year, you'd have a lifetime income of \$2,976.40 per month.

The folks in Washington have pulled off a bigger Ponzi scheme than Bernie Madhoff ever had.

Entitlement my ass, I paid cash for my social security insurance!!!! Just because they borrowed the money, doesn't make my benefits some kind of charity or handout!!

Congressional benefits ---- free healthcare, outrageous retirement packages, 67 paid holidays, three weeks paid vacation, unlimited paid sick days, now that's welfare, and they have the nerve to call my social security retirement entitlements?

We're "broke" and can't help our own Seniors, Veterans, Orphans, Homeless

In the last months we have provided aid to Haiti, Chile, and Turkey. And now Pakistanhome of bin Laden. Literally, BILLIONS of DOLLARS!!!

Our retired seniors living on a 'fixed income' receive no aid nor do they get any breaks while our government and religious organizations pour Hundreds of Billions of \$\$\$\$'s and Tons of Food to Foreign Countries!

They call Social Security and Medicare an entitlement even though most of us have been paying for it all our working lives and now when it's time for us to collect, the government is running out of money. Why did the government borrow from it in the first place? Imagine if the *GOVERNMENT* gave 'US' the same support they give to other countries.

Sad isn't it?

Human Interest:

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

From: [Gene Hall](#)

Date: 12/24/2011 10:58:57 AM

To: [Gene Hall](#)

Subject: In Hoc Anno Domini

Most of you have probably read it more than once. It was written by Vermont Royster and published on the editorial page of The Wall Street Journal in 1949. It has been republished in the Christmas eve issue each year since - today is number 63.

The world was in turmoil when the light came into the world 2,000 years ago. The world was in turmoil in 1949 – Mao finished the communist takeover of China, Russia tested their first A-bomb, a very unpopular president was completing the first year of his full term..... The world is still in turmoil, **but the light is still in the world.**

In Hoc Anno Domini

So the light came into the world.

When Saul of Tarsus set out on his journey to Damascus the whole of the known world lay in bondage. There was one state, and it was Rome. There was one master for it all, and he was Tiberius Caesar.

Everywhere there was civil order, for the arm of the Roman law was long. Everywhere there was stability, in government and in society, for the centurions saw that it was so.

But everywhere there was something else, too. There was oppression—for those who were not the friends of Tiberius Caesar. There was the tax gatherer to take the grain from the fields and the flax from the spindle to feed the legions or

to fill the hungry treasury from which divine Caesar gave largess to the people. There was the impressor to find recruits for the circuses. There were executioners to quiet those whom the Emperor proscribed. What was a man for but to serve Caesar?

There was the persecution of men who dared think differently, who heard strange voices or read strange manuscripts. There was enslavement of men whose tribes came not from Rome, disdain for those who did not have the familiar visage. And most of all, there was everywhere a contempt for human life. What, to the strong, was one man more or less in a crowded world?

Then, of a sudden, there was a light in the world, and a man from Galilee saying, Render unto Caesar the things which are Caesar's and unto God the things that are God's.

And the voice from Galilee, which would defy Caesar, offered a new Kingdom in which each man could walk upright and bow to none but his God. Inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me. And he sent this gospel of the Kingdom of Man into the uttermost ends of the earth.

So the light came into the world and the men who lived in darkness were afraid, and they tried to lower a curtain so that man would still believe salvation lay with the leaders.

But it came to pass for a while in divers places that the truth did set man free, although the men of darkness were offended and they tried to put out the light. The voice said, Haste ye. Walk while you have the light, lest darkness come upon you, for he that walketh in darkness knoweth not whither he goeth.

Along the road to Damascus the light shone brightly. But afterward Paul of Tarsus, too, was sore afraid. He feared that other Caesars, other prophets, might one day persuade men that man was nothing save a servant unto them, that men might yield up their birthright from God for pottage and walk no more in freedom.

Then might it come to pass that darkness would settle again over the lands and there would be a burning of books and men would think only of what they should eat and what they should wear, and would give heed only to new Caesars and to false prophets. Then might it come to pass that men would not look upward to see even a winter's star in the East, and once more, there would be no light at all in the darkness.

And so Paul, the apostle of the Son of Man, spoke to his brethren, the Galatians, the words he would have us remember afterward in each of the years of his Lord:

Stand fast therefore in the liberty wherewith Christ has made us free and be not entangled again with the yoke of bondage.

This editorial was written in 1949 by the late Vermont Royster and has been published annually since.

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](#).

+++++

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: [Cynthia Wilson](#)

Date: 12/22/2011 10:09:39 PM

To: marksztanyo@hotmail.com

Subject: Skymark B737NG Type Rated & Non Type Rated Captains - Jan 2012 Screening

Dear Mark,

Skymark's new requirements for B737 Type Rated and NON Type Rated Captains!!!

Don't miss out your opportunity to Join Skymark in 2012 - APPLY NOW!

Skymark Airlines are now recruiting Type Rated and Non Type Rated B737 NG Captains!

This is a commuting contract with at least 9 consecutive days off (plus vacation days) and tickets home every month.

January 2012 Screening

Location: Seattle, USA

January 27 : Interview

January 28: SIM check

If you are interested but are unable to attend the January screening please do let us know and submit your application so that you can be considered for future screenings.

TERMS AND CONDITIONS: [CLICK HERE](#)

EXCHANGE RATE COMPENSATION: [CLICK HERE](#)

B737 Type Rated -Minimum requirements:

Total Time: **5,000 + hours**

Total Jet PIC Time: **1500 + hours**

Total PIC on B737: **750 + hours** (If a combination of B737 EFIS and NG time then 1,000+ hours combined)

Age under **60 years** at date of application

English Proficiency (ICAO Level 4 or higher)

NON Type Rated -Minimum requirements:

Total Time: **5,000 + hours**

Total Jet PIC Time: **1500 + hours**

MUST have Glass Cockpit Jet Aircraft Type Rating and Experience (this includes business Jets)

Have Flown within last **2 years**

Age under **60 years** at date of application

English Proficiency (ICAO Level 4 or higher)

TO APPLY please complete and return to us the forms below:

Application Form : [CLICK HERE](#)

Aeronautical Experience Form: [CLICK HERE](#)

and contact **Cynthia Wilson** at cynthia.wilson@rishworthaviation.com

We would also welcome hearing from any friends or colleagues who may also be interested in this opportunity, including those who already hold a Japanese/JCAB licence (any type rating) and ask them to also register with us through our website and email us with their expression of interest.

We look forward to hearing from you!

Note: There may be a delay in response due to the Christmas and New Year holidays and the large volume of applications we receive. Thank you for your patience.

Merry Christmas and Happy New Year to you and your family!

Apologies to those who have received this email in error.

This email is sent to those Captains who from the details we have on our database **may** meet the airlines's requirements. To ensure that you receive information regarding opportunities that reflect your experience and qualifications please visit our website – www.rishworthaviation.com - and **update your details**.

If you do not meet the Airline's requirements above, you may not receive a response from us. However please do keep your details updated through our website as we hope to have an opportunity for you soon!

Kind regards,

Cynthia Wilson

Recruitment Consultant

Phone: +64 9 302 0756

Fax: +64 9 302 0078

Mobile: +64 21 1614 922

Email: Cynthia.Wilson@rishworthaviation.com

Skype: cynthia.wilson73

Website: www.rishworthaviation.com

REGISTER NOW and CLICK HERE TO VIEW OUR CURRENT OPPORTUNITIES

+++++

From: [David L. Roberts](#)

Date: 11/27/2011 8:28:22 PM

To: [MY AVIATION PHOTO FANS](#)

Subject: C-130J Paris International Air Show 2011

Thanks to Don in Grant, Alabama for sending this video of a great demonstration flight.....

OPERATING RIGHT AT THE EDGE OF THE PERFORMANCE ENVELOPE

This guy is a good pilot.

Heads up, fighter pilots!!!

The "J" is certainly impressive, a bit better than the "A" and "C" models.

C-130J Paris Air Show 2011

<http://player.vimeo.com/video/32377125?autoplay=1&mid=53>

Political (food for thought):

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

Subject: FW: 2 blind pilots

Two blind pilots were both wearing dark glasses. One is using a guide dog and the other is tapping his way along the aisle with a cane. Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes and the engines start up.

The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke.

None is forthcoming.

The plane moves faster and faster down the runway and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport. As it begins to look as though the plane will plough into the water, panicked screams fill the cabin. At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.

In the cockpit, one of the blind pilots turns to the other and says, "Ya know, Bob, one of these days, they're gonna scream too late and we're all gonna die."

+++++

Why Do I Like Retirement !!!

Question: How many days in a week?

Answer: 6 Saturdays, 1 Sunday

Question: When is a retiree's bedtime?

Answer: Three hours after he falls asleep on the couch.

Question: How many retirees to change a light bulb?

Answer: Only one, but it might take all day.

Question: What's the biggest gripe of retirees?

Answer: There is not enough time to get everything done.

Question: Why don't retirees mind being called Seniors?

Answer: The term comes with a 10% discount.

Question: Among retirees what is considered formal attire?

Answer: Tied shoes.

Question: Why do retirees count pennies?

Answer: They are the only ones who have the time.

Question: Why are retirees so slow to clean out the basement, attic or garage?

Answer: They know that as soon as they do, one of their adult kids will want to store stuff there.

Question: What do retirees call a long lunch?

Answer: Normal .

Question: What is the best way to describe retirement?

Answer: The never ending Coffee Break.

Question: What's the biggest advantage of going back to school as a retiree?

Answer: If you cut classes, no one calls your parents.

Question: Why does a retiree often say he doesn't miss work, but misses the people he used to work with?

Answer: He is too polite to tell the whole truth.

And, my very favorite....

QUESTION: What do you do all week?

Answer: Monday through Friday, NOTHING..... Saturday & Sunday, I rest.

+++++

Santa and Reindeer singing!

A Smile Maker!

[Click Here](#)

Happy New Year AU!!!!

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.*

=====

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

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

To [Unsubscribe](#) simply click and send with unsubscribe in subject line and please help the PCN improve by adding a reason.