

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

Flown West Page: <http://pcn.homestead.com/FlightWest.html>

Official Rollout of New page for those who have ***“Flown West:”***

We are refining a new site where notices for our fellow pilots and friends who have passed will be posted. Many new advantages will be available and an official rollout will occur soon.

Well, you may be asking just what is changing. Well, we still will keep our comprehensive listings of members on our main website at: <http://pcn.homestead.com/FlightWest.html>

In addition all notices made since starting the PCN google group will remain archived at our GG site: <http://groups.google.com/group/PilotCommunicationNet/topics>

But what we have done is create a new Blog which takes care of a number of features all at once. First, it allows us to format a better notice which can include pictures and links. Both features have been repeatedly asked for by our subscribers. Secondly, it will auto archive all notices and they remain searchable, sharable, and printable. (To share a notice please see the bottom of the post and you will then notice twitter and email icons to click on). Lastly, our Blogspot can be “followed”. What that means, is that you subscribe. The emailed notice that we have generated from our google group is manually created. When we complete the

transition and all who wish to subscribe to get an alert from the “Flown West” blog have signed up to follow, you will receive an **auto generated** alert that there is a new posting. Nicer for Carol and managers.

Please visit the below link and please look on the right column to “Enter your email to safely subscribe” and you will receive new posting alerts.

You can bookmark it if you would like as it will soon be our main page for death notices:

<http://pcnflightwest.blogspot.com/>

Features of [Flown West](#) page:

- Semi-private page – not a searchable site, the URL only known to our subscribers.
- We now can format notice text and include images and links.
- Auto generates alerts of a new posting to subscribers of the “Flown West” page
- Archives all notices which are labeled and fully searchable
- Page URL is also formatted for phone devices
- Can be shared by twitter or email icons at bottom of each post.

Tips for users:

- Bookmark or add to favorites this link: <http://pcnflightwest.blogspot.com/>
- Realize that the latest notices on are front page but site can hold many entries.
- Most recent notice on top
- On right column below Carol’s name is listing of notices
- In R column enter email to follow this site and receive auto generated alerts to additions
- Top menu links listed for helping you to navigate

Note: In time the High Life newsletter may also move to the Blog format to take advantage of a number of these features.

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CERTIFY: Jan 31, 2012 Deadline! PLEASE! PLEASE! Take this Action Step and “CERTIFY” your dependents and Buddy Pass Policy with DAL. 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 call the **1-800 MY DELTA** (1-800-693-3582).

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Tools for our members:

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

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

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

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

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

PCN specific emails: misc@pilotcommunication.net
pcn.calendar@gmail.com
signup@pilotcommunication.net
illness@pilotcommunication.net
death@pilotcommunication.net
ads@pilotcommunication.net
mark@pilotcommunication.net

News Section.....

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

Following the bouncing ball:

Delta Said Weighing Bid for US Airways as AMR Bankruptcy Spurs M&A Reviews

By Mary Jane Credeur and Mary Schlangensteen - Jan 28, 2012

[Delta Air Lines Inc. \(DAL\)](#) is considering a bid for [US Airways Group Inc. \(LCC\)](#) as North American carriers re-evaluate possible combinations following the bankruptcy of American Airlines parent AMR Corp., people familiar with the matter said.

A possible combination with US Airways is only one of the options the Atlanta-based carrier is considering amid an ongoing review of the competitive landscape that may not lead to any offers, said two of the people, who declined to be identified because the discussions are private. Delta hasn't approached US Airways, one of the people said.

Delta and TPG Capital also are evaluating possible bids for American, people familiar with the matter have said, and US Airways has confirmed it's doing the same. American, the third-largest U.S. carrier, filed for bankruptcy Nov. 29 after annual losses that began in 2008.

The filing touched off widespread reviews by U.S. airlines of all their competitors for possible mergers and acquisitions as well as purchases of assets that might be divested in a restructuring, one of the people said.

Read more: <http://www.bloomberg.com/news/2012-01-28/delta-said-weighing-bid-for-us-airways-as-amr-bankruptcy-spurs-m-a-reviews.html?cmpid=yahoo>

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Delta Outperforms on Higher Fares

By Zacks Equity Research | Zacks – Thu, Jan 26, 2012 10:00 AM EST

The second largest U.S. airline *Delta Air Lines* (NYSE:[DAL](#) - [News](#)) reported fourth quarter 2011 adjusted earnings of 45 cents per share surpassing the Zacks Consensus Estimate by 8 cents. The outstanding performance in the quarter was credited to fare hikes, cost-cutting measures and fuel hedging programs that fully offset surging fuel prices.

On a GAAP basis, earnings per share jumped to 50 cents in the quarter from 2 cents in the year-ago quarter. Earnings in fiscal 2011 shot up 44.3% year over year to \$1.01.

Revenue

Revenue increased 8% year over year to \$8.4 billion in the reported quarter and was above the Zacks Consensus Estimate of \$8.3 billion. Airlines traffic, measured in billions of revenue passenger miles, dipped 3% year over year. Capacity or available seat miles fell 3% while load factor (percentage of seats filled with passengers) grew 60 basis points year over year to 81.7%.

Read more: <http://finance.yahoo.com/news/Delta-Outperforms-Higher-zacks-3489941763.html?x=0>

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

Leaner Operations Give U.S. Airlines a Profitable Year



Reed Saxon/Associated Press

Passengers leaving a JetBlue plane in California. After a round of mergers, America's airlines expect their recent gains, including higher prices, to continue in 2012.

By [JAD MOUAWAD](#)

Published: January 26, 2012

Despite everything that has been working against them, from a dismal global economy to rising fuel prices, the nation's top airlines — [United Continental Holdings](#), [Delta Air Lines](#), [US Airways](#), and [Southwest Airlines](#) — all turned a profit last year.

[Enlarge This Image](#)



The big airlines all turned a profit in 2011 as they reduced seats and combined higher ticket prices with more fees.

Their recipe for success has been straightforward: fewer airlines, fewer planes and fewer seats combined with higher ticket prices and more fees.

While the United States economy is showing signs of strength, the airlines have indicated in their latest earnings reports that they intend to stick to the formula. Oil prices last year averaged about \$100 a barrel, about the same level as in 2008. But the airlines delivered higher-than-expected profits for 2011, while they lost 17 cents for every dollar of revenue they generated in 2008. In those three years, Delta completed its purchase of Northwest Airlines, [United](#) merged with [Continental](#), and Southwest bought AirTran Airways.

Read more: <http://www.nytimes.com/2012/01/27/business/merger-costs-weigh-on-united-continental.html?partner=yahoofinance>

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

Request for help for Capt. Doug:

From: [Douglas Boston](#)

Date: 1/28/2012 11:54:41 AM

To: [PCN Dir](#)

Subject: Tax claims awards

Mark,

I am being audited by the IRS concerning amended tax forms filed for 2007 concerning the medical withholding on benefits taken at my retirement. I would appreciate any individuals that have received refunds on their claims contacting me so I can provide the IRS with examples of favorable treatment to Delta retirees. They have requested that I provide any cases that have been awarded refunds on this withholding action by Delta. Any help would be greatly appreciated.

Doug Boston

alexbos@earthlink.net

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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):

From: [Dick Deeds](#)

Date: 1/28/2012 2:04:32 PM

To: [undisclosed-recipients:](#)

Subject: Message From DDPSA

From the Wallybird

Ev Gost's presentation at the Wallybird brunch pointed out that we all are involved in trying to keep monies in the fund but only a **few** have contributed any funds to organization (DDPSA).. I think that we all should support them if we want to protect the fund. Please support them with a \$100 (or more) donation.

Ev will post something on their website next week - he was sick all last week so please be patient.

Dick

TO ALL DISABLED PILOTS, SURVIVORS AND FUTURE SURVIVOR MEMBERS:

As 2012 progresses, events that may impact your future benefits will most certainly occur. The most significant of these begins in April when Delta and ALPA exchange contract openers. Our organization has been as proactive as we can in establishing a working relationship with ALPA. The association has been informed about our positions regarding the underfunding of the D&S Trust and about eliminating the \$60 million draw for active pilot sick leave & vacation.

NEW LAW FIRM TO REPRESENT DDPSA

During the bankruptcy, DDPSA retained the services of Chuck Dyke to represent our interests. Mr. Dyke recently moved on and is now the chief litigator of another well respected San Francisco law firm. Accordingly, the DDPSA Board of Directors recently announced retention of new legal representation for our organization. After an extensive search, the Board is pleased to announce the signing of an "advice agreement" with the law firm of Lewis, Feinberg, Lee, Renaker, & Jackson, represented by Theresa Renaker.

This unique, Oakland, California based law firm specializes in ERISA and employee benefit matters (see www.lewisfeinberg.com). The firm was founded in 1983 and has extensive experience in protecting and promoting employee rights. The 17 attorneys involved in the practice have done work on behalf of individuals, pension plans, unions, law firms, corporations and other groups. The Board felt retention of this firm with specific expertise in these areas make them well qualified to protect and promote the interests of DDPSA's membership.

REQUIRED PBGC DISTRIBUTIONS AT AGE 70 1/2 ARTICLE THAT MAY INTEREST NON-RETIRED MEMBERS

Not all long-term disabled pilots chose to retire from Delta. If you are in this category and did not make the break with Delta, there is an article on this subject authored by our Vice Chairman Ev Gost that will be posted to our website www.ddpsa.org. It is also available immediately in either PDF or MSWORD via email. Please send your request for the article to our Communications Chairman Bob Francis (bobfrancis24@gmail.com)

DOWNSIZING OUR EMAIL LIST

In addition to the time it takes to construct these communications, it takes added time to send these messages to the non-members and to continue to update their addresses within our list of contacts. While we have offered our articles and services as a courtesy to all, there are still those who have chosen not to support us by becoming members. They have had more than ample time to get on board.

In the future, the Treasurer's list of contributors will be used for future email communications. The same policy will guide us as to whom we talk to on the telephone about D&S issues. Unfortunately, DDPSA's ever expanding membership necessitates that we sever the umbilical cord with the non-believers.

REFINANCING

With home loan interest rates at low rates, there are a lot of calls coming to DDPSA about D&S income verification. Please do not direct your mortgage brokers and loan consultants our way. DDPSA cannot offer the kind of lifetime benefit verification you need. Delta has to do this and the best you will get from them is some weasel-worded letter that states your benefits will continue for as long as you remain qualified under the D&S Plan. Most banks and loan companies will accept that. If they don't, try another loan source, but do not call one of the DDPSA officers asking for something more. All we can offer is our empathy with your problem.

John Erickson, Chairman

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):

Any help for Capt Miller?

From: [Thomas Miller](#)

Date: 1/24/2012 2:33:09 PM

To: misc@pilotcommunication.net

Subject: Retiree Pass Privileges

My wife was non-revving on a domestic flight. The standby list showed her as S3R and she was placed behind an S3B with 25 years LESS seniority. I can find nothing on the Delta web site about any status for retirees except S3B.

Has anyone else come across this or know what's going on?

Thomas J. Miller

404.403.0711

tom.miller@mac.com

Life Section...

Sickness

From: David L. Roberts

Date: 01/27/12 23:50:29

To: MY DELTA FRIENDS

Subject: SURGERY IN FAMILY -- MRS. CAROL ANN FAULKNER

Hello all,

Yesterday our wonderful PCN death notice communicator, retired PHX WAL/

DL Agent Mrs. Carol Ann Faulkner had a hysterectomy ---

laproscopically. She is back home today and needs your good wishes

and all the nice things you can say to her and nice things you can

send her as she is recovering.

Please send Carol a card, or note, or flowers, or candy, or shares of

Facebook's new IPO stock...!!!... whatever.

I am not including her email address in this mailing so she won't see
this request.

Here is her mailing and email information:

Frank 'n' Carol Ann (Legge Wichterman) Faulkner

CF/DOH 03-24-69/ret.11-01-02/MSP-PHX-SLC-PHX

FF/DOH 07-21-58/ret. 04-01-01/IDA-PIH-HNL-PHX

WA/DL& DL Pioneers Arizona Sun Catchers Chapter

480-345-2677 carol.n.frank@cox.net

2698 W. Bentrup St., Chandler, AZ 85224-1004

Thanks for caring for this compassionate person who cares so much for
all of us every day.

With best regards,

Dave

Editor: I want to thank so many of you for responding by either signing the group card or by sending your well wishes to Carol. Here is her response:

THANK YOU ALL SO VERY MUCH FOR THE FLOWERS AND CARDS AND KIND WELL WISHES!

I am doing very, very well and when this is done, I'll be good as new and good for another hundred-thousand-million-fifty miles!!

Thank you everyone!

Carol aka. PCN communicator

Editor: I have started an electronic group card for Carol and will close it out Monday night. So if you wish to sign it and send along your well wishes please do so. PLEASE Sign this electronic "Group Card" for Carol to Get Well quickly; (slow loading because of number of signers)

<http://www.groupcard.com/c/R2TXI-MQk20>

Misc Posts:

From: [JON J MAYNARD](#)

Date: 1/24/2012 9:53:58 PM

Subject: Retiree Opening at The Delta Employee & Retiree Care Fund

The Delta Employee & Retiree Care Fund board of directors invites any Delta or Delta Community Credit Union retiree to apply for the open retiree board member position.

Please distribute the attached document to all retirees in your organizations. We would like to reach as many of our Delta retirees as possible to give all the opportunity to to apply for this position.

Retirees should submit their current resume to Senior Recruiter Rhonda Knight at Rhonda.l.knight@delta.com by 11:59 p.m. ET Feb. 6. Resumes should include education, business, volunteer and board member experience.

If you have any questions, please contact me at

jjmaynard@usa.net

Thanks

J J Maynard

Vice Chair - Delta Employee & Retiree Care Fund

Chair - Governance Committee - Delta Employee & Retiree Care Fund

NOTE: PLEASE FORWARD ARTICLE TO RETIREE DISTRIBUTION CHANNELS INCLUDING RETIREE GROUPS (I.E., PIONEERS, DALRC, CLIPPED WINGS, GOLDEN WINGS, RNPA, ETC.)

Delta Employee & Retiree Care Fund: Retiree Board Member Opening

The Delta Employee & Retiree Care Fund board of directors invites any Delta or Delta Community Credit Union Retiree to apply for the current Delta Care Fund Board of Directors open Retiree board member position.

Retirees should submit their current Resume to Senior Recruiter Rhonda Knight at Rhonda.I.knight@delta.com by Monday, February 6 at 11:59 p.m. ET. Resume should include education, business, volunteer and board member experience.

The volunteer Employee & Retiree Care Fund Board of Directors is responsible for oversight of the Employee & Retiree Care Fund, Inc. The Care Fund is a 501(c)(3) nonprofit organization that provides assistance to eligible individuals who suffer severe financial hardship, including loss due to a catastrophic event.

Board responsibilities include the determination of application and award criteria, oversight of funds distribution, compliance with IRS guidelines, adherence to sound financial management principles, and the initiation and oversight of fundraising events to increase fund availability for continuation of the program.

The Care Fund is supported by Delta people for the benefit of Delta people. For more information and to learn how you can get involved, visit the following portal sites:

[Delta People Care Funds](#)

[Employee & Retiree Care Fund](#)

[Champion Toolkit \(located on Care Fund portal – see DeltaNet under Employee Info, Delta People Care Funds, Care Fund\)](#)

[Donation Options](#)

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From: [Yvonne.Wright](#)

Sent: 1/24/2012 5:06:13 P.M. Eastern Standard Time

Subj: RE: Delta's **CERTIFY** Initiative

Hello Glenn and Paul – Thank you so much for all you have done to get the word out about the CERTIFY initiative to your members. As you know, we are coming down to the wire and wanted to ask you to continue to encourage retirees to complete the process. If they are not computer users, they can call 1-800 MY DELTA (**1-800-693-3582**), Monday through Friday from 8 a.m. to 5 p.m. E.T., except certain holidays. Please ask them to listen carefully to the prompts. For Data Verification questions, Press 0, then:

- For questions about certifying their dependents, Press 1.
- For questions about certifying their agreement to follow the Buddy Pass policy, Press 2.

I've attached a reminder flyer as well that you can display or distribute.

FYI - We will send communication in early February (February 1 – 12) to employees and retirees who have completed the process and those who have not responded to let them know that they have an extended deadline to February 29th to complete the process.

Please let me know if you have any questions.

Thanks,

Yvonne Wright

From: [David L. Roberts](#)

Date: 01/24/12 16:33:16

To: [MY DELTA FRIENDS](#)

Subject: DELTA'S OLDEST "LIVING" RETIRED PILOTS

DELTA'S OLDEST "LIVING" RETIRED PILOTS

(Page is published as Semi-Private on the PCN web site behind this password: [PCNPilot](#)) at

<http://pcn.homestead.com/archive.html> Click on RED "Password Protect" button

Hello all,

For many years I have published for you a list of [Delta's Oldest "Living" Retired Pilots](#) and at the beginning of the year it's now time to update this list again.

Arbitrarily, I chose age 86 as the year a pilot would join this distinguished list --- so if you were born in the year [1926 or earlier](#) your name should be on this list. The list includes pilots from any and all airlines now part of Delta.

Last year's 2011 list is attached below in .pdf format and lists all those pilots I am aware of that were born in 1925 or earlier. Sadly, those pilots and spouses highlighted in YELLOW passed away during 2011 and their age at the time of their death is shown. For everyone else, their age shown is what it is today, January 24, 2012. The list is in Chronological order, oldest to youngest.

Please open the attached list and if you were born in **1926 or earlier** and your name is **NOT** on the list, please click REPLY and send me the following information:

Full Name ---

Spouse's name ---

Date of birth ---

Date of hire ---

Original company ---

Email address ---

Mailing address ---

This list is only being sent to those persons who were on my Delta email network and to Captain Mark Sztanyo to include somewhere on his PCN web site.

Thank you for supporting this effort to acknowledge those senior pilots who began all these airlines and to recognize their history among us.

With best regards,

Dave

Captain, ATL, Retired

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Charles Chauvin

Email charleschauvin@sbcglobal.net

Issue Area - Political

Comments - I realize that through your postings that you are probably an Evangelical Christian. I respect that, but with your experience as an international traveler I would think that you would be more open to other views on religion and politics. Mark Twain said that international travel does more to overcome prejudice than anything.

As a moderate independent politically I suspect that that you lean toward the the far right politically. In my view this forum should not be used for religious or political views. It is interesting that most airline pilots consider themselves conservative Republicans while as a group we have been badly treated by that very group.

Shalom, Peace, C.E. Chauvin

Editor: Charles, shalom. You are right. I have clung onto that section in the HL called Political (Food for thought) because I thought that every once in a while there would be something that is of political in nature that would be of interest. Invariably when I post "anything" in that section I get negative feedback. While some subscribers may have been bolstered by the forward from Buford I included, 3 subscribers said that's enough, and unsubscribed. You are also right that I am an evangelical Christian, but I try my very best not to be a "papa don't preach" kind of editor. Your post has motivated me to close that section down and try even better to avoid to post from members those items that are political in nature.

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From: [Charles Roedema](#)

Date: 1/23/2012 1:23:44 AM

To: misc@pilotcommunication.net

Subject: DAL Dependent Cerification

Mark,

I went through the certification process for Dependents and Buddy Passes and it showed my Mother as a dependent. She had passed away in September 2011 but there was no way to take her off the list so I wrote Delta an email detailing the problem with the certification process..

I was out one afternoon and someone from the ESC left a message saying he understood "I had a question about the certification process." No telling where that came from since that's not what my email said. He said to call back but left no phone extension.

I tried calling the ESC and after going through the menu several times, I realized that none of the choices fit my problem. I finally chose a general menu item and was on hold about 30 minutes before I gave up and hung up. The ESC to this day has not called me back. I imagine my deceased Mother will stay on the dependent list and still be eligible to fly on Delta.

Charles L. (Chuck) Roedema
1004 Lynhurst Lane
Denton, TX 76205-8004
940-387-3220
chucklr11@verizon.net

Human Interest:

Redtails:

Barb and I went to the movies the other day on a whim. We walked in just as the feature was starting and sat down to enjoy it. And that we did. The movie was Redtails. The movie had all the elements that could please both Barb and me at the same time. Quite an accomplishment. Without spoiling the storyline, it is a Army Air Corps WWII fighter story set mostly in Italy. The scenery was genuine, the props (like the metal mesh runways and muddy conditions) were authentic, and they tried to set the historical context correctly. All that and the story of the movie is entertaining. Okay, enough of a plug.

Since I noticed that the Redtails came up through Italy, I had to ask Dad if he heard of them when he was at war. So I wanted to test his memory and see just what he knew. "Dad had you ever heard of the Redtails?" I asked. "Sure! They were the black flyers and we flew in the same area." he said without hesitation. "They flew the day missions and we flew the night." He went on, "they flew P40's and later got P47's before getting P51's at the end. At first we didn't think much of them, but they got some kills and our attitude changed. As the war advanced, we moved closer to Rome and they were still flying out of Naples. One of them came back with a

P47 and couldn't drop his bomb and lost it on landing running into a hangar and everything blew up!" he said shaking his head sadly.

I was really encouraged by Dad's memory over these items and of course to hear the fact that there was a relationship to this now famous story.

Well, the 8th Air Force flew air support for Clark's 5th Army advancing in Italy. The Redtails and Nightfighters flew security cap and bomber support. If you go see this new movie, it makes it more interesting to know someone who was there and experienced it.

Good story, neat movie, and hope you enjoy it.

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Below a critical view on the history surrounding the Redtail movie:

From: [Don Tibbs](#)

Date: 1/28/2012 5:55:50 AM

To: Undisclosed-Recipient@smtp111.sbc.mail.mud.yahoo.com

Subject: "Red Tails"--The Facts And Myths Of The Tuskegee Airmen!

The George Lucas film, "Red Tails", about the Tuskegee airmen, will be released in January. This might be a good time to revisit the facts as stated a few years ago.

From: Bob Powell

Date: July 3, 2008

This letter was not written for publication, but to enlighten you and you and your staff about some of the errors and misleading information you continue to publish. Perhaps it should be published to set your readers straight. As a WWII Historian and former 8th AF fighter pilot flying 87 missions over Europe during WWII, I am dedicated to factual reporting about the air war in Europe and aviation in general, and I take issue with the media (and not with just AJC) continuing to publish untrue and/or misleading statements about the Tuskegee Airmen (T/A).

Although I have great respect for the pilots and achievements of this WWII Fighter Group, I do not appreciate the continuing repetition of myths and untruths about their military record, the latest example in the obit on Lt. Col Charles Dryden in today's paper, repeating the same errors which appeared in his obit story a few days ago.

For more than 60 years the myth that they "never lost a bomber they were escorting to an enemy fighter", was their primary claim to fame! Then, several months ago, their Historian, William E. Holten, announced that his research proved that this was not true, that they had, indeed, lost some 25 bombers to enemy fighters. This myth still gets published occasionally, but far less frequently since he made this disclosure, thank goodness. Lies told often enough tend to become truths in the minds of many. However, it now seems to have been replaced by another false claim, i.e. that the Tuskegee Airmen flew more than 15,000 combat missions. ALSO NOT TRUE!

Their own official records indicate that the T/A only flew 311 missions. Their so-called 15,000 "missions" were actually 15,000 "sorties.". Apparently, none of your reporters know the difference between a "mission" and a "sortie," so let me define these for you and them. Combat Mission is an assigned flight to accomplish a military objective. This can be flown by one pilot or a squadron or group of pilots flying together. It is recorded as one mission. Combat Sortie. When, for example, 48 or 64 pilots fly together on a combat mission it is recorded as 48 or 64 combat sorties.

The T/A did not fly 15,000+ combat missions - as stated in your articles about the demise of Col. Charles Dryden. They flew 15,000+ "sorties". To have flown that many "missions" during the time they were in combat in the MTO, they would have had to fly about 25 missions a day everyday they were in combat. Do the math. That's one mission every hour, everyday they were in combat. Impossible! Weather alone would have prevented this, not to mention the problem of keeping all of their aircraft flyable everyday over that period of time. FACT: Their official records indicate they flew only 311 missions, a far cry from 15,000 claimed. Please advise your reporters of the difference between a mission and a sortie so that another T/A myth is not appearing in every mention this Fighter group.

The Dryden story also stated that the 99th Squadron of the T/A was "the most successful squadron in American history." NOT SO! It would be more

correct to say they have been the most publicized squadron in American history, however, thanks to a fully-paid public relations staff in Washington, D.C., the only such office of any military unit other than the U.S. Army, Navy, Marines and Coast Guard..

Although I do not have complete combat statistics on all the fighter groups flying out of Africa and Italy (the MTO), I do have the stats on all of the 16 fighter groups flying in the Eighth Air Force over western Europe. And, when these records are compared, the Tuskegee Airmen rank at the bottom of the list despite the fact that they had four squadrons to only three for the 8th AF groups. FYI, and one of the reasons the T/A exploit their 15,000+ sorties (which they call missions) is that on a normal mission they would put up 64 fighters compared to only 48 for the 8th AF groups. And, since they did mostly ground support missions rather than bomber escort missions, the average length of their missions was about half that of the time in the air flown by the 8th AF fighters. Re the above mentioned stats, I would be delighted to provide these for your information if requested.

Another gross error in your first story on Colonel Dryden is that the implication that he was, individually, awarded the Congressional Gold Medal recently. ALSO NOT TRUE. Through the efforts of the New York Senator, this medal was awarded to the Tuskegee Airmen, authorizing all Tuskegee Airman to receive this award. It was not awarded for individual achievements, as implied, but for the role played by the T/A in breaking the color ban for pilots, a civil rights accomplishment, not for their military achievements. Had this award been given for their military achievements alone, it should also have been awarded to each and every other fighter group in WWII whose records exceeded those of the Tuskegee Airmen. In my opinion, this was a "political award" instead of a military award. No other bomber or fighter units have been awarded this Medal, only Unit Citations. These are facts. Check them out, and here's to more factual reporting and a better AJC.

Most sincerely,
Robert H. Powell, Jr.
Author/Editor/Historian/Pilot 352nd Fighter Group
1545 Rainier Falls Dr
Atlanta, GA 30329
404-636-3747

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

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

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

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

From: [Bob Jewett](#)

Date: 1/28/2012 11:37:28 AM

To: mark@pilotcommunication.net

Subject: From a retired AA pilot

Mark,

I visited with this AA retired pilot, who wished to find contact information on 2 of our retired pilots. **Sam Cowan** and **Jim Newberry**. If they are on the PCN, please ask them to contact George Vrla at 972-386-5375 or gevrla@flash.net if they wish.

Thanks,

Bob Jewett

brjewett@tx.rr.com.

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Hi Mark,

Can you please post this in the "looking for...." section of the PCN newsletter. And many thanks for your efforts to keep us all connected!

A good friend of mine here in Santa Fe, former USAF, is looking for a retired Delta pilot. They flew KC-135s together on active duty some years ago.

James Rogers was hired in the mid 1960s we think. His wife's name is Helen and their last known address was 3900 Inkberry Ct., Apex, No. Carolina 27539. Last known phone: 919-523-5525.

Thank you,
Larry Eccard
767 BOS/SLC/LAX ret.
hismaps@herecomesthesun.me

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: [Steve Rodmon](#)

Date: 1/29/2012 7:53:57 AM

Bcc: mark@pilotcommunication.net

Subject: A Great Navy Story from Vietnam

Great stuff from a former Navy pilot.
Thought you might find this interesting if you have not heard it.

A Vietnam War Story: KA-3B vs AGI

The Russian "Trawlers" (Russian AGI) with what looked like one thousand "fishing" antennas plied the Gulf of Tonkin on a daily basis...needless to say, it was a cat and mouse game to see what havoc they could expend towards our two carriers operating there twenty-four hours a day.

Since the U.S. government had proclaimed the waters of the Gulf of Tonkin three miles off the coast of North Vietnam and Hainan Island, People's Republic of China, to be international waters, American ships in the Gulf were bound to obey the international rules of the road for ocean navigation. This meant that if the Russian ship maneuvered herself into the path of an aircraft carrier where she had the right of way, the carrier had to give way even if she was engaged in launching or recovering aircraft. The navigation officer was constantly trying to maneuver the ship so that the trawler wouldn't be able to get in position to abuse the rules of the road and gain the right of way. Sometimes he was successful in sucking the trawler out of position but the room available for the ship to maneuver was limited by our on-station requirements and sometimes the trawler was successful interrupting our flight operations. The pilots of the air wing were strictly forbidden to take any action against the Russian ship but on this day Commander John Wunche, the commanding officer of the heavy tanker KA-3B detachment, had finally had enough of the Russians' antics.

John Wunche was a big man with bright red hair and a flaming red handlebar mustache. He was a frustrated fighter pilot whom fate and the Bureau of Naval Personnel had put into the cockpit of a former heavy bomber now employed as a carrier-based tanker. Commander Wunche flew the tanker like a fighter and frequently delighted the tactical pilots by rolling the "Whale," as we all called the KA-3B tanker, on completion of a tanker mission. Consequently, John's nickname was "the Red Baron." On 21 July 1967 he proved just how appropriate that name was.

The "Bonnie Dick" had nearly completed a recovery. The Russian trawler had been steaming at full speed to try to cut across our bow and the bridge watch had been keeping a wary eye on the intruder. For a while it looked as if the Russian would be too late and we would finish the recovery before having to give way to the trawler. But a couple of untimely bolters extended the recovery and the Bon Homme Richard had to back down and change course to comply with the

rules. The LSO hit the wave-off lights when the "Whale" was just a few yards from the ramp. John crammed on full power and sucked up the speed brakes for the go-around. The "Bonnie Dick" began a sharp right turn to pass behind the Russian, causing the ship to list steeply, and there, dead ahead of John, was the Russian trawler. He couldn't resist. He leveled the "Whale" about a hundred feet off the water and roared across the mast of the Trawler with all fuel dumps open like a crop duster spraying a field of boll weevils. The Russian disappeared in a heavy white cloud of jet fuel spray, then reemerged with JP-4 jet fuel glistening from her superstructure and running lip-full in the scuppers. The Russian trawler immediately lost power as the ship's crew frantically tried to shut down anything that might generate a spark and ignite the fuel.

She was rolling dead in the water in the Bon Homme Richards wake, the crew breaking out fire hoses to wash down the fuel, as we steamed out of sight completing the recovery of the Whale. The Red Baron was an instant hero to the entire ship's company.

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

During the barnstorming era, a pilot is giving rides at the county fair in his open-cockpit airplane. A farmer and his wife stroll up to ask how much he charges. "That's outrageous!" exclaims the farmer, "Do you have any idea how much feed I can buy for five dollars?" When the farmer rants on about government regulation, taxes, bad weather, cost of repairs, and low crop yields, the pilot finally says, "I'll tell you what. I'll take you and your wife both for a ride if you can sit through the entire flight without saying a word. But if I hear even one sound from you, you'll pay double." The farmer agrees.

So the pilot stuffs them both into the rear seat and takes off.

After a couple of barrel rolls and loops, the pilot doesn't hear anything, so he starts into some serious aerobatics. But even after a few snap rolls, hammerheads, split S manoeuvres, and sustained inverted flight, the farmer doesn't talk, yell or cry out. When they returned to the field and landed, the pilot turned around to the farmer and said, "Well, I've got to hand it to you. I didn't think you could do it, but you got your free flight." The farmer replied, "I know, but for a minute I thought you had me there when my wife fell out."

Mark

Mark Sztanyo (Stăn'yō), PCN Dir & HL Editor

[Pilot Communication Net](#) from Aug 2009

[Contact the Net](#)

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

Serving the Delta community, and pilots (active and retired) and their families, *including original Delta, and former: C&S, Northeast, Pan-Am, Western, NWA, Republic, North-Central, Southern Airways, Hughes- Airwest, and all the Delta Connection carriers.*

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Delta Pilots Pension Preservation Organization - <http://www.dp3.org>
Delta Museum & Fly-in information - <http://www.deltamuseum.org>
Delta Pioneers - <http://www.deltapioneersinc.com/>
Delta Golden Wings - <http://www.deltagoldenwings.com/>
Delta Retiree Connection - <http://www.dlretiree.info>
Delta Retirement Committee - <http://www.dalrc.org/>
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