

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!*

Dear PCN,

Group Section.....

Mark's Remarks:

### Subscription problems:

As you all know that subscription is and will always be free and voluntary. But some occur problems. Some of the common problems of why your signed up is not getting the notices. Here are the top three:

1. Misspelled email: Believe it or not that is more common than you would think. I do not re-type an email address, rather I copy whatever you give me. In this way when there is a typo I know of whence it came. Be careful when you give me an address.
2. Junk or Spam Filters filter us out: Some servers allow you to automate your email receptions from low to high for protection. The problem is it blocks out all email you haven't approved. Well, if you can find you filter settings, set to approve all emails from "@pilotcommunication.net" and you will then receive all notices from the PCN.
3. You have selected a setting to deny your email to be included in a google group. This is a little rarer but now google is inter-related with a lot of other signins like youtube etc. Once a person denies a google sponsored signin it may prevent that email from being in a google group. We use the group from predominantly one purpose and that is email notice distribution.

If any of you are having problems with your subscription, no worries, just email and we will straighten it out.

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**Special notices:** If you email in an Event, Illness or Death notice please help out by announcing that in the subject line. With the volume of emails we get, sometimes we miss the main intent of your email hidden in the body. Using the subject line will help considerably. Thanks, Mark

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Well wishes. I was not clear enough about the job I am in training for. I am training for a job on a Boeing but I am not working for Boeing (the company). We have had some fine guys go to work out there in Seattle and I wish them all well. Boeing is still hiring by the way. My company I will share in time but for now you will have to play along.

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*For all of you who have an item, service or offer to promote:*

***3 categories are completely FREE!***

## **PCN Ads – up and running!**

Every one submitting an Ad gets a private login and complete control over their ads. URL's and images are allowed and you will see it is a very nice format for entering online ads.

**Check it out and get your item, thing wanted, service or house, posted!**

### **PCN Ads**

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#### **Calling the PBGC for BSW:**

I wish I had a direct number for the Atlanta office (which you need to ask for when calling the PBGC) but I do not. Simply call the national PBGC number at the Atlanta office.

PBGC in DC- 1-800-400-7242 Any questions regarding your benefits or obtaining your **benefit statement worksheet**, *talk to the Atlanta office.*

Following is not good anymore: (~~extension 2000 or PBGC in ATL at 404 607 8836~~)

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#### **Tools for our members:**

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

PCN Ads – <http://pilotcommunication.net/Ads/>  
PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>  
PCN Calendar - <http://pcn.homestead.com/Calendar.html>

## News Section.....

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

### Fuel price forces Delta to cut growth plans

By Jeremy Lemer  
Published: February 3 2011 23:58 | Last updated: February 3 2011 23:58

[Delta Air Lines](#) on Thursday said it would trim the number of seats and aircraft it plans to fly in the first quarter of the year as it fights to offset a recent surge in jet fuel prices that threatens to undermine a fragile recovery in the airline industry.

The move is one of the first by a leading airline to cope with the rise in oil prices and will reassure airline shareholders that companies are prepared to take steps to tackle the issue and preserve profit margins.

“I know the number one thing on all your minds is fuel prices I can assure you, it’s the number one thing on our mind as well ... we’re taking action on it,” Ed Bastian, President of Delta, told investors at an airline conference in New York.

Delta shares on Thursday rose more than 1.59 per cent to \$11.53, shares in [AMR Corp](#), the parent company of American Airlines, climbed about 2 per cent to \$7.18 and shares in [United Continental Holdings](#), the parent company of the now merged United Airlines and Continental Airlines, adding about 3.5 per cent to \$25.63

Read More: [http://www.ft.com/cms/s/0/488eddac-2fdd-11e0-91f8-00144feabdc0.html?referrer\\_id=yahoofinance&ft\\_ref=yahoo1&segid=03058#axzz1D8rjo3u9](http://www.ft.com/cms/s/0/488eddac-2fdd-11e0-91f8-00144feabdc0.html?referrer_id=yahoofinance&ft_ref=yahoo1&segid=03058#axzz1D8rjo3u9)

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### Delta signs 5-year maintenance deal with Gol

Delta maintenance unit signs 5-year deal to maintain some planes for Brazil's Gol

ATLANTA (AP) -- Delta Air Lines Inc. said its maintenance unit has received a five-year deal to maintain at least half of the 737 fleet of Brazil's Gol airlines.

Delta said its Tech Ops unit will maintain and service engines, and also provide consulting services for Gol maintenance. It will also help Gol get its own repair station certificate from the Federal Aviation Administration.

Gol will do some maintenance work on Delta planes that have extended time on the ground in Brazil, the company said.

The five-year contract includes an option for an additional five years. Financial terms of the deal were not disclosed.

Delta said its Tech Ops unit has 150 customers and generates \$150 million in annual revenue.

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

Feb. 4, 2011, 3:01 p.m. EST

## Airlines tally week's damage from winter storms

Industry profits may take a huge hit for the first quarter

By [Christopher Hinton](#), MarketWatch

**NEW YORK (MarketWatch) — Winter storms forced airlines to ground nearly 20,000 flights this week and chilled industry earnings, resulting in an estimated net loss of \$121 million to \$150 million, according to AirlineForecasts LLC on Friday.**

American airlines, the country's third largest carrier, took the biggest hit after high winds and ice closed its Dallas-Ft. Worth International Airport hub on Tuesday.

American, along with American Eagle and its other commuter operations, racked up more than 5,300 cancellations for the week, according to FlightAware, which tracks airline performance.

Assuming 10% to 30% of customers stranded by the weather choose to not reschedule, the cancellations likely reduced the carriers' parent AMR's [/quotes/comstock/13\\*!amr/quotes/nls/amr \(AMR 7.01, -0.17, -2.37%\)](#) first-quarter net income by \$41.5 million to \$51.3 million, or 12.5 cents to 15 cents a share, said Vaughn Cordle, chief analyst at AirlineForecasts.

Read More: <http://www.marketwatch.com/story/airlines-tally-weeks-damage-from-winter-storms-2011-02-04?siteid=yhoof>

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

**From:** [Jim Horan](#)  
**Date:** 1/31/2011 3:17:10 PM  
**To:** [jamesortman@fuse.net](mailto:jamesortman@fuse.net)  
**Cc:** '[Mark Sztanyo](#)'; '[jim munton](#)'  
**Subject:** 2007 Amended Tax Return

Hi Jim:

I just read your query in the recent PCN posting.

I read Jim Munton's letter back in December and decided to follow up. And he was right on.

I decided to use the accountant that won his battle. That is Bill Whalen who has a practice in Henderson, NV. He is not a CPA but is a former IRS agent.

I sent him my 2007 return along with that paper we all received from DL in February, 2008 outlining the Medical Claim, Unqualified Claim and Admin Claim settlement amounts for each of us.

Here is what Bill will get you:

- (1) A refund of the Medicare and FICA that you paid on your Medical Claim (unfortunately the deadline for filing the IRS Form 843 expired today, January 31<sup>st</sup>)
- (2) Filing an amended IRS 1040 for 2007 to have the Medical Claim settlement changed from W-2 wages to Capital Gains. That could be huge for some guys. This is only for the Medical Claim and not for the Unqualified Claim (as was originally thought). A letter from Bill Whalen (Jim Munton's accountant) wrote a letter dated December 15, 2010 that clarifies what he can do & not do. This letter is posted on one of the PCN newsletters.
- (3) Filing an amended return with your state (after the Federal is taken care of) if it has a state income tax.

His fee is a flat \$1250 and it may not be worth it for you, unless your Medical Claim settlement is very high (mine was just in excess of \$102,000). So that will change the 30% I paid in W-2 wages to Capital Gains which was 15% back in 2007.

Email or call if I can be of further assistance. BTW I told Jim Munton I owe him big time and will take care of that if I ever get to LAS.

Jim  
DAL Retired/7.1.2000/B-767 ATL

Jim Horan  
P.O. Box 7480  
2165B Saddle Ridge Loop  
Avon, CO 81620  
970-845-7922

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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 - **pending (now likely by Mar 31, 2011 according Delta Docket)** **Keep checking your account for more DAL shares.**
4. ~~Class Action suit against DAL concerning 5 yr look-back worth in excess of \$100 million -~~ **withdrawn**
5. 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**
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. ~~Back to 65%~~ **unless legislative action. Action has continued 80% for Jan & Feb.**
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.

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

**From:** [Keith & Judy Wolcott](#)

**Date:** 1/30/2011 6:47:57 PM

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

**Subject:** HCTC

Hi Mark,

We are thinking of getting into the Aetna health plan for the HCTC benefit but before we switch we need to know if Congress is thinking of abolishing ALL HCTC benefit or are they simply looking at reducing the current 80% back to 65% deduction? As always,thanks.

Keith Wolcott  
CVG 767 Capt ret.  
Original "Slug"

*Editor: Keith and I have some history surrounding our tough decision back in 2005. I will spare the readers the drab details but for others considering this same issue, respond. There is no evidence of any "attack" by congress on the HCTC supplement in addition to the rollback. We currently have Senators who are offering a bill to extend the 85% level. No where do we see that congress would sunset this subsidy altogether. I personally expect it to roll back to the 65% level and remain there. (See the legislation action DP3 request below).*

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### **Legislative Alert - UPDATE**

February 1, 2011

DP3 has been informed that Senators Brown (D-OH), Rockefeller (D-WV), Stabenow (D-MI), and Casey (D-PA) have submitted a bill (**S.221**) to provide an 18-month extension to the provisions of the HCTC. This is a significant development for our members who are eligible for the HCTC. The present deadline for the enhanced benefits is February 13, 2011.

**It is imperative that members contact their representatives now** and ask that they show bi-partisan support for this bill and co-sponsor it if possible. Most helpful to this effort is:

1. Encouraging the House Ways & Means to pick up this bill (you can Google House Ways & Means to see if your representative is a member of this important committee)
2. Ensuring the support of Georgia Senators Isakson and Chambliss.

[Click Here for a sample letter to your Congressman](#) (this is a revised letter from the one previously posted), which is also posted in the article below. Modify the letter to relate any personal preferences. To email your letter to all of your representatives go to the National Retiree Legislative Network (NRLN) web site <http://nrln.org/> and enter your ZIP code in the write Congress box on the right. Fill out the required information, copy and paste your letter, and submit. To send your representative a fax go to <http://www.contactingthecongress.org/> and enter your address or zip + four. You can easily find a fax number for your representative. We urge you to send both a faxed letter and an email.

Thank you for your efforts and support of your fellow retirees,

Pension:

*Re-Print of Chm Message: Another good reason to be a honor roll member!*

### **DP3 Benefit Calculator**

February 3, 2011

We are pleased to announce that DP3 has created an on line calculator that will assist many of you in assessing whether there are calculation errors



in your current PBGC benefit.

Please note that we are not actuaries or attorneys. Therefore any values generated by this calculator may not accurately represent either your current benefit or any future benefit. The calculator is intended as an aid in illuminating the possibility of calculation or data errors and possible benefits of appealing PBGC procedures.

This calculator only works for retirees who were hired after February 1, 1972 and retired after June 30, 2002. This is approximately 2500 of the 3500 retirees most negatively impacted by PBGC procedures.

In the blog [APB #2](#) we have explained the lack of information about the data and procedures being used for the other 1000+ retirees most negatively affected by those procedures. This makes it impossible for us to provide a calculator for these retirees - at this time.

We encourage you to read all the Appeals Process Blogs (APBs), particularly [APB #3](#) and [APB #4](#) as well as the [Primer on Appeals APB #5](#) prior to following the instructions below.

On line, at the link below, you will now find the Instructions for using the calculator. The Instructions explain what it all means and detail the input process. We strongly recommend printing out the instruction sheet and re-reading it before you use the calculator.

The calculator itself has a print button that allows you to print the results.

Using this calculator will require some effort on your part. It is easy to operate, but to understand the output will require reading the instructions carefully, as well as all of the Appeals Process Blogs (APBs).

The calculator provides two key benefit values (PC3 and PC5a) that you will compare with the same values on your Benefit Statement Worksheet. If they do not closely match (within \$1 or so) you should go to the APB #3 to see if the error is addressed there. If not, you may want to consider using the actuarial analysis that our actuaries will provide for a fee. More on that in the future.

This has been a major project for your DP3 board. We ask that you only contact us with questions if you have read the instructions thoroughly, as well as all of the APB blogs and still need to ask your question. Please double check that you are typing the correct values in the input boxes.

Remember we have limited manpower available to answer questions and are now focused on crafting the appeals on your behalf.

Click the link below to read the instructions before trying the calculator (the link to the calculator is at the end of the instructions, and the **Members-Only** username and password will be required):

**[DP3 Benefit Calculator](#)**

Thank you for your continued support.

Will Buergey  
Chairman, DP3

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**From:** [Bill Houseman](#)

**Date:** 1/30/2011 5:50:55 PM

**To:** [steveshapard@gmail.com](mailto:steveshapard@gmail.com); [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**Subject:** P.L. 110-458 - "Worker, Retiree, and Employer Recovery Act of 2008", Sect 125



Mark and Steve

Below is the text of the Law dealing with Roth rollovers of airline bankruptcy settlement payments. You can see that you can rollover the full amount before taxes were withheld, but it must be done within 180 days of receipt.

We should be able to rollover this final payment, though a small amount may be more trouble than it is worth.

Thx

Bill Houseman

## SEC. 125. ROLLOVER OF AMOUNTS RECEIVED IN AIRLINE CARRIER BANKRUPTCY TO ROTH IRAS.

(a) General Rule- If a qualified airline employee receives any airline payment amount and transfers any portion of such amount to a Roth IRA within 180 days of receipt of such amount (or, if later, within 180 days of the date of the enactment of this Act), then such amount (to the extent so transferred) shall be treated as a qualified rollover contribution described in section 408A(e) of the Internal Revenue Code of 1986, and the limitations described in section 408A(c)(3) of such Code shall not apply to any such transfer.

(b) Definitions and Special Rules- For purposes of this section--

### (1) AIRLINE PAYMENT AMOUNT-

(A) IN GENERAL- The term 'airline payment amount' means any payment of any money or other property which is payable by a commercial passenger airline carrier to a qualified airline employee--

(i) under the approval of an order of a Federal bankruptcy court in a case filed after September 11, 2001, and before January 1, 2007, and

(ii) in respect of the qualified airline employee's interest in a bankruptcy claim against the carrier, any note of the carrier (or amount paid in lieu of a note being issued), or any other fixed obligation of the carrier to pay a lump sum amount.

The amount of such payment shall be determined without regard to any requirement to deduct and withhold tax from such payment under sections 3102(a) and 3402(a).

(B) EXCEPTION- An airline payment amount shall not include any amount payable on the basis of the carrier's future earnings or profits.

(2) QUALIFIED AIRLINE EMPLOYEE- The term 'qualified airline employee' means an employee or former employee of a commercial passenger airline carrier who was a participant in a defined benefit plan maintained by the carrier which--

(A) is a plan described in section 401(a) of the Internal Revenue Code of 1986 which includes a trust exempt from tax under section 501(a) of such Code, and

(B) was terminated or became subject to the restrictions contained in paragraphs (2) and (3) of section 402(b) of the Pension Protection Act of 2006.

(3) REPORTING REQUIREMENTS- If a commercial passenger airline carrier pays 1 or more airline payment amounts, the carrier shall, within 90 days of such payment (or, if later, within 90 days of the date of the enactment of this Act), report--

(A) to the Secretary of the Treasury, the names of the qualified airline employees to whom such amounts were paid, and

(B) to the Secretary and to such employees, the years and the amounts of the payments.

Such reports shall be in such form, and contain such additional information, as the Secretary may prescribe.

(c) Effective Date- This section shall apply to transfers made after the date of the enactment of this

Act with respect to airline payment amounts paid before, on, or after such date.

Bill Houseman  
107 St. Andrews Drive  
Saint Simons Island, GA 31522  
912-634-2189

*Editor: I believe Bill has re-illuminated the key elements about this distribution for those interested in a Roth roll over.*

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 [PBGC Appeals Resource Page](#)

*Or*

[Appeal Checklist](#)

*DP3 (login required)*

Click to appeal your PBGC benefit

Call PBGC in DC- 1-800-400-7242

Link of explanation for BSW ([Benefit Statement Worksheet](#))

(Note: Must know your DP3 assigned passwords which cannot be shared in our newsletter!)

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Commercial Section.....

Investment (Legitimate firms that have helped our group are encouraged to contact PCN to add articles here):

Travel & Non-Revving (share a quick reco):

## Life Section...

### *Illness*

**From:** [Suzanne Minarcine](#)  
**Date:** 2/6/2011 7:15:48 PM  
**To:** [illness@pilotcommunication.net](mailto:illness@pilotcommunication.net)  
**Subject:** Bob Minarcine

My husband, Capt. Bob Minarcine (retired 2001), was diagnosed on Thursday with prostate cancer. If you know Bob, you know that he works out every day and has the healthiest diet in the world. This is a shock and we're looking at options for treatment.

If you have been through this and would be willing to talk to Bob, please email him here or at [deltabob1@juno.com](mailto:deltabob1@juno.com). If you'd rather talk with him on the phone, please call him at 678.423.1989.

Thanks - we appreciate all prayers.

Suzanne Minarcine, PhD  
The Minarcine Group  
678.423.1989 Office  
678.633.0186 Cell  
[www.dr.suzanneminarcine.com](http://www.dr.suzanneminarcine.com)  
<https://www.juiceplus.com/nsa/content/Home.soa?site=sm20094>

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Re-prints from last illness notices:  
*Ret. Capt. Mark Shaughnessy's son in accident*

*I am currently in training with Ret Capt Mark (Polo playing) Shaughnessy and he had to return home as his 27 year old son Ryan was in a serious car accident. While there were no fatal injuries Ryan will be on a slow road (6 mos.) to normal recovery. His biggest injury was a broken hip. Send well wishes to Ryan care of Mark at: [soexinc@aol.com](mailto:soexinc@aol.com)*

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**From:** [Gene Hall](#)  
**Date:** 2/3/2011 6:33:19 AM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Rosemary Wadewitz

It was back in the good old days, when we were young, and flight attendants were known as stewardesses, and personal assistants were still called secretaries. The late Tom Miller was Senior Vice President – Marketing, and Rosemary Wadewitz was his right hand. It was a time when the executive suite was open for any of the troops to enter, with or without an appointment. After Tom retired, Rosemary was CEO Dave Garrett's assistant, and at one time or the other, she worked for most of the senior officers – it was still politically correct to say they worked for, instead of with – and she was around long enough to become the “mother confessor” for lots of us. If you needed a minor favor – or maybe not so minor – Rosemary knew where the levers of power were, and her desk was a good place to start.

Her late husband Ozzie was the football coach at Northside High in Atlanta, and a lot of Delta folks sons and grandsons played for him. Three months ago, Rosemary had a stroke. She is 84, and only lucid part of the time. Her daughter thinks she would really enjoy messages from her old friends. She can receive mail in care of her daughter:

Angie Chesin  
4246 Glengary Court  
Atlanta GA 30342

Her email is: [angiechesin@me.com](mailto:angiechesin@me.com)

Your prayers for her would also be in order.

Gene Hall

Misc Posts:

*Good advice about a scam while traveling:*

**From:** [Bill](#)  
**Date:** 2/2/2011 1:03:09 PM  
**To:** [Undisclosed-Recipient:](#)  
**Subject:** For you world travelers

<http://www.clarkhoward.com/news/scams-ripoffs/pizza-delivery-scam-targets-travelers-hotels-and-m/nFpQ/>

Bill

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**From:** [Tonella](#)  
**Date:** 1/28/2011 7:22:18 PM

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

**Subject:** Congrats on new job!

Mark,

I just read the latest PCN and saw that you are going to be working for Boeing. I am so happy for you as I know you've been looking for awhile.

What are you going to do and where? Do you share this info??

You've done a wonderful job with the PCN and I do hope you can continue to juggle it with your new requirements.

Toni Holman

*Editor: Thanks Toni. I must clear up something I left a bit obtuse. I am training on a Boeing (767) but not working for Boeing. We have many find Deltoids now employed by Boeing and enjoying the great NW. For better or worse, I will not be one of them as I start a new adventure toward my quest of commanding a 767 around again. Thanks again to all for the well wishes. I got many more like Toni's above.*

Human Interest:

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

**Date:** 1/30/2011 5:31:46 PM

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

**Subject:** Sam Hill

Mark, et al,

Many times, when I saw that Sam was driving the flight that I was working, I would ask him when he picked up the dispatch paperwork, "What the `Sam Hill' is happening?" That wry smile was always the disarming answer to my query. Wish I had the time and where-with-all to put all these great memories onto paper. Unfortunately, the recall button is only pushed when another good friend crosses the bar.

Best,  
Clyde



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

**From:** [Gene Hall](#)

**Date:** 2/2/2011 9:44:07 AM

**To:** [Delta Memories](#)

**Subject:** Non Reving & Other Stuff

I had just missed the 4:20 PM, ATL- GPT. I picked up a Bloody Mary from the B concourse Sky Club bar, and took a seat along the wall. I had turned on my laptop to check the next flight when it dawned on me that I had left my car not in Gulfport, but in the Mobile employee parking lot, and I was relieved to have missed the flight, since it's about seventy five miles between the two airports. It's only twenty five miles from our house in Ocean Springs to the Gulfport airport, and it's fifty miles to Mobile, but retirees can park in the employee parking lot at MOB. The cheapest GPT parking is nine dollars per day. In addition, GPT has the latest full body scanner. When they aren't busy – most of the time – they want everyone to go through it, or accept a complete pat down. That's two good reasons to drive the extra miles. Those crew members who flew to Gatwick will remember the security female who only picked attractive blond flight attendants for the pat down. I remember her breathlessly telling one particularly attractive blond what a “wonderful bra” she was wearing.

I have had an incredible amount of radiation for medical purposes during the last two years, and that is just one of the reasons I am an opt-out of the body scanner. The TSA agents seem to be nicer and more friendly than ever, but I have been patted three of the last four times I have originated in GPT. I doubt if the agents who have explored parts of my body never before touched by a male other than a doctor enjoyed the process any more than I, but the whole thing is a charade. Since the scanning started, I have been through LGA, DUB, CDG, JNB, YYZ, ATL, MOB, some more than once, and never been asked to go through the scanner, except GPT.

But back to the Sky Club. I was having computer trouble – surprise – as I was trying to get into the Delta net to list on the 5:40 to MOB. I was only slightly irritated when this guy asked if the seat next to me was taken. It wasn't, and then he asked what the procedure was to sign into the internet. I was hoping to get my travel arrangements completed before starting a conversation, but he was likeable, and I decided to talk with him before listing. As it turned out, it didn't matter because the flight was overbooked, and I left on the 7:40.

We started talking about the “joys” of modern travel, and he said that he had been traveling a lot, both domestically and internationally. I asked him if he had gone through the global entry process, and he hadn't heard of it. I explained that it enabled one to skip the US Immigration line when entering the US, and how to go to <http://www.globalentry.gov/>, and apply. He thanked me, and said; “You sound like a professional traveler.” “Well, I hurtled my body through inner space at subsonic speeds for

thirty six years for Delta Air Lines, have been the part owner of two travel agencies, and still have the wanderlust, so if not a professional, I am a well trained amateur.”

His name is Salt Peters. Salt is not his real given name, but it is what one would expect the midshipmen at the Naval Academy would hang on a pleb named Peters. It stuck, and followed him through his time as a Marine fighter pilot. His call sign, as he flew A-4's and Harriers was “Saltpeter”. We talked about our wanderings for awhile before he told me that he was a FedEx first officer. He had been a 727 captain, but was enjoying a much nicer life style since the 727's had been retired. He had retired from the military and hired on with FedEx at age forty four, and he had been with them for ten years.

From talking with him, I got the impression that FedEx pilots deadhead about as much as they fly, and he was telling me how much better Delta was now than a few years ago. He was particularly impressed with one crew. He was having a beer in an airport bar, waiting to get on the Delta to Atlanta, and there was a young fellow in civilian clothes, but a marine haircut having a beer a couple of stools away. He struck up a conversation, and found that he was a marine corporal on his way home from Afghanistan to North Carolina to get married. He had three weeks off, and then he was going back to Afghanistan. Salt paid for both their beers, and boarded the flight through the sky priority line. He told the flight attendant the marines story as he boarded, and told her he wanted to pay for any drinks he ordered. The flight attendant said; “We can do better than that.” When the captain made his PA, after the usual flight information and welcome, he said; “Ladies and gentlemen, we are honored to have a celebrity on board today. Marine Corporal....whatever his name was is on his way home from Afghanistan today to marry his fiancé, he has a three week furlough, and then he will be returning to Afghanistan to protect our freedom. Corporal, please stand so we can give you a round of applause, and then kindly move into the first class cabin, and take a seat for our flight to Atlanta.

There are times when my eyes water. It's a malady that doesn't seem to improve, and for some reason, my eyes were watering so much as he finished the story, that I was embarrassed. Salt has the same physical problem, and his eyes were watering as much as mine.

The two hours that we spent hangar flying passed very quickly. I let him read the letter of tribute that I wrote about John Pott, and he gave me his e mail address so I could send him some of the blogs. I never did get his given name, but he told me his first name was taken for e mail, and his UNC English major daughter wouldn't let him use Salt. He came up with “dangpeters”. Salt and Dang both fit him. Have lots of good ones, Salt!

**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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FYI  
Subject: North Texas Aviation Centennial 1911 - 2011 Celebration

SUPER CELEBRATION



B-36 Peacemaker Museum is planning to celebrate the First Flight of the F-16 on Saturday, February 5, 2011. The event is an open forum that will include General Dynamics YF-16 Test Pilot, Flight Test Engineer, Design Engineer, YF-16 Crew Chief and a Air Force Pilot that flew it in Desert Storm. It will be an informal event, in that the audience will be able to ask questions and talk to the participants. The event will give you access to the Museum, plus the Program. The normal \$5.00 charge for adults will stay in effect, but kids are free and this will include program. \*\*Limited Seating\*\*

The Program will start at 1pm and will run about three hours.

The event will take place at, THE VETERANS MEMORIAL AIR PARK, 3300 Ross Ave, at the south end of MEACHAM AIRPORT.

TWO BLOCKS WEST OF MAIN ON LONG ST.

MUSEUM OPEN FROM 9AM TO 5PM ON Saturday

800-575-0535

THIS EVENT IS A PART OF THE

North Texas Aviation Centennial 1911 - 2011 Celebration

[williamguy4@pwhome.com](mailto:williamguy4@pwhome.com)

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

**From:** [kitty willett](mailto:kittywillett)  
**Date:** 2/5/2011 5:18:49 PM  
**To:** [marksztanyo@gmail.com](mailto:marksztanyo@gmail.com)

Dear Mark- I am a retired f/a from Ord/atl--I have been attending a Delta retired get together here in Birmingham, Ala-all ground people and one of the fuelers from long ago asked if I could find out for him about a **pilot-Mike Williams**--he knew his father-I believe -and knew Mike--the mans name is Dillard Williams(fueler/BHM)-worked for Delta from 1945-1987!---the great years~anyway-since I still have some connection(my brother is a Delta pilot!) he got interested-and wanted so much to find contact with Mike--so I told him that I would contact you-and see what happens! thanks so much-  
Katherine Willett-

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**From:** [skydad@bellsouth.net](mailto:skydad@bellsouth.net)  
**Date:** 2/3/2011 12:00:46 PM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Lt. Irwin Nelson, USN

Mark, A good friend of mine is trying to find out any information that anyone who might have known

Lt. Irwin Nelson, USN. He served two tours in Viet Nam and was later killed off an aircraft carrier in the Med. Sea in 1974. I told him I would post the info on the PCN and see if anyone might have known him or anything about him. If they would, please send any info. you might have to me at [skydad@bellsouth.net](mailto:skydad@bellsouth.net). Thank you very much.

Richard Warner

**This is what he sent me:**

**When I was about 13-14, Irwin and family lived on Rutland St. about 1/2 block from us on Kemper St(now Lee Lane)(Note from RW: This is in Covington, LA).**

**He was a great kid about 4 years younger than I, as I recall. He always had a smile on his face. His father was my first cousin.**

**I didn't know he was killed until years later as our families had grown apart. I didn't even know he was in the Navy.**

**I went to his mother's memorial in Long Beach, Ms. a few years before Katrina and was re-acquainted with his brother and sister.**

**I'm still in touch with the brother who lives in N. Ms.**

**The surviving family members don't know much about his tour of duty or details of his death. Lt. Irwin Nelson was my cousin that flew two tours in Viet Nam and was later killed off an a/c carrier in the Med. sea in 1974. when his plane exploded and was lost at sea so any information would be most welcome.**

**I knew that Sen. John McCain was flying off a carrier about same time as Irwin. McCain was near where the disastrous explosion occurred on , I believe, the Forestal.**

**Jack**

Mark, Yesterday I sent you the note below. I ran across this additional info on Lt. Nelson and if it could be added to the request below, it might help in my friend's search for info on him. Thanks again.

Richard Warner

**"Lt. Irwin Nelson & Lt. Pogo Reid, VF-74 'Be-Devilers', USS America, Vietnam 1972"**

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

If you have something you represent that has a commercial interest, place it in the new service of [PCN Ads](#). Designed especially for our group but available to the industry. Registration is free and so are some ads. The rest start as low as \$5. Enter you promo in [PCN Ads](#).

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

**From:** [Homestead](#)  
**Date:** 1/31/2011 8:38:15 PM  
**To:** [Misc@pilotcommunication.net](mailto:Misc@pilotcommunication.net)  
**Subject:** Your Web Site Received a Form Submission

Joel Payne

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

Issue Area - General

Comments - If you haven't been to the Naval Air Museum in a while, you need to go back. Here is a link to some great pictures of a/c on display. Enjoy !! Joel Payne ATL 767A [ret.]

<http://www.cdsg.org/forums/viewtopic.php?t=337>

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**From:** [DibsEnt@aol.com](mailto:DibsEnt@aol.com)  
**Date:** 02/05/11 18:41:39

**Do you think any of us will live long enough to see it?**

<http://unitedstatestanker.com/action/warfighters?sc=20101108-google&gclid=CMrGu5r37qYCFRtVgwodQykVIg>

Political (food for thought):

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

**From:** [Jean Cinotto](#)  
**Date:** 12/17/2010 9:55:41 AM  
**To:** [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)  
**Subject:** Humor--True Story

Yesterday--ATL-SAN:

A lady in the middle of YC was confused. She thought she was in an upscale restaurant instead of an

airplane. During the first service, she ordered a beverage and snack. We were several rows past her when she rang her call light.

"Yes?" I smiled.

"I would like to order now." she reponded.

"Certainly," I smiled.

She rustled in the seat pocket and then started mulling over what she had pulled out. I waited. She scrolled down the page with her index finger. I waited. She flipped through it. The back third of the full cabin waited to be served. She ran her finger down the page.

Finally, I smiled, " Would you like the life vest, life raft or oxygen mask? You're looking at the safety information card."

True Story. (I was the FA).  
Jean Marie Cinotto

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## Mark

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

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

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/>  
DAL Pilots DDPSA - <http://www.ddpsa.com/>  
Delta Extra Net Portal - <http://dlnet.delta.com/>  
National Retiree Legislative Network - <http://www.nrln.org/>

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