

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



*For all Delta people who have truly touched the High Life!*

Dear PCN,

Group Section.....

Mark's Remarks:

## A Few PCN Subjects

**You may bypass the Forms and just email it in:** I instituted the Forms on the PCN website contact page to handle posts and shared info from you in an efficient way. Having the separate email addresses has allowed me to handle the inflow efficiently enough, doing away with the need for forms. Two things: you may disregard that step and just email in your post. I would appreciate you using the appropriate email address (see next) as it helps the info get to correct person. Secondly, I want to thank many of you for using them because I know it was a bit of a pain.

**Designated email addresses:** I really appreciate all of you who use the “appropriate” designated email address for information you are sharing. As most of you know the PCN has different Mgrs and Carol, David, and Kim are a wonderful help with their areas. If you use the appropriate email for your subject the correct info gets to the proper mgr without me having to forward it. That is a great help. By way of reminder here are the email addresses we maintain and their designation area is self explanatory:

- [misc@pilotcommunication.net](mailto:misc@pilotcommunication.net)
- [signup@pilotcommunication.net](mailto:signup@pilotcommunication.net)
- [death@pilotcommunication.net](mailto:death@pilotcommunication.net)
- [illness@pilotcommunication.net](mailto:illness@pilotcommunication.net)
- [pcn.calendar@gmail.com](mailto:pcn.calendar@gmail.com)
- [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)

**PS:** I always remind you that the notices concerning these areas also emanate from these designated addresses. Should you wish to not receive any particular category of notices from the PCN, we suggest you BLOCK that particular email address. Thanks.

**The Highlife now alternatively archived in Google documents:** Most of you have seen the memo that Google Groups are not supporting pages or files anymore. In the GG pages I have used that in the past as a second way to archive the Highlife. With this issue we will be using our own website as the primary place for archiving and Google Documents as our secondary and alternative archive for the HL. Both archives will be in the PDF format. So if you do not have Adobe Acrobat you may have to download a free version. As done in the past, the PCN notice of availability will contain a link to each High Life archive location. You may choose either one.

**Highlife .....weekly or not?** I try to publish a Highlife every week, but as you have noticed on occasion there is a slow week of posts and/or news so just remember the **HL is a periodical** but given reasonable content, we will shoot for publishing weekly.

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*For all of you who have an item, service or offer to promote (re-run until familiarization):*  
**3 categories completely FREE!**

## Finally PCN Ads – up and running!

**PCN now has a new service for our community.** You can get your item, service, or things wanted online for the PCN network to see. Further, the Ads will be linked to our website and have been optimized to allow your info to be searchable before airline personnel everywhere and the world wide web.

This beats by a bunch having your promo published one time in a newsletter. Our Ad section is ongoing and you can keep it published indefinitely.

**Little history:** Since taking over this PCN network, I have continually been approached by members who have a commercial interest. Some selling travel, a service, or offering a part time job etc. In addition we all have items like cars or condos that we would like to offer. I have wanted to help these requests but how could I do it in a fair way and in a very obvious designated commercial section? The answer is "PCN Ads." I have been able to develop this as a free registration online classified section.

This service does have a cost for set up and maintenance that I hope to defray by some ads carrying a modest fee.

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 place 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 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 hiring, recalling 1,000 flight attendants

Delta Air Lines adding 1,000 flight attendants through recalls and new hiring

On Friday October 15, 2010, 5:36 pm EDT

ATLANTA (AP) -- Delta Air Lines Inc. said Friday that it is adding back 1,000 flight attendants, including recalling 425 who were on a voluntary furlough.

The focus of the hiring is on foreign-language speakers who can work on international flights and speak languages including Japanese, Mandarin, Dutch, and Spanish, airline spokeswoman Betsy Talton said.

The new flight attendants will begin training in January and should be flying by the middle of next year, she said.

Delta has received more than 85,000 applications for the flight attendant jobs. The last time Delta hired new flight attendants was in 2008. The 425 who are returning to work came from a pool of about 730 who volunteered for furloughs. All those who wanted to come back to work, did, Talton said.

Delta flight attendants are in the midst of voting on whether they want to be represented by the Association of Flight Attendants-CWA, or go without a union. The airline said the recalled flight attendants would have been able to vote in the election whether or not they had come back to work. Voting runs through Nov. 3.

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## Delta's Moak Will Lead ALPA

ATLANTA ([TheStreet](#)) -- Lee Moak has been elected president of the Air Line Pilots Association, sources confirmed. Moak, who has been chairman of the **Delta(DAL)** chapter of ALPA for five years, defeated three other candidates including incumbent president John Prater.

Moak had already emerged as one of the [airline industry's most important labor leaders](#) after enabling the success of the merger of Delta and Northwest. A series of recent elections has empowered pilot union leaders who [share his view](#) that for pilots to succeed, their airlines must also succeed.

■ *Written by Ted Reed in Charlotte, N.C.*

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## Delta 3Q to Rise on Strong Demand

Zacks Equity Research, On Thursday October 14, 2010, 6:00 pm EDT

**Delta Air Lines Inc.** (NYSE: [DAL](#) - [News](#)), the second largest airline, expects third quarter unit revenue to rise on recovering travel demand. The demand for air travel has been growing better than expected. September traffic, measured in billions of revenue passenger miles, rose 6.5% year over year on 6.6% capacity increase and stable load factor (the percentage of seats filled). Revenue passenger miles is the revenue generated for every mile a passenger flies.

The economic downturn in 2009 and the oil price hike in 2008 had affected the airline industry during the past two years. Now, with an economic resurgence, demand for air travel is increasing from last year's depressed levels.

Read more: <http://finance.yahoo.com/news/Delta-3Q-to-Rise-on-Strong-zacks-2207659211.html?x=0&.v=1>

## Other Airline News (Recent stories of interest):

### **New American Airlines president aims high, relishes challenge ahead**

10:27 PM CDT on Saturday, October 16, 2010

By TERRY MAXON / The Dallas Morning News

[tmaxon@dallasnews.com](mailto:tmaxon@dallasnews.com)

Tom Horton grew up in a neighborhood where people aimed high in their careers. Now he's trying to match them.

Of course, the new president of [American Airlines](#) Inc. and parent [AMR Corp.](#) isn't literally emulating the fathers of some of his neighborhood buddies. He has no plans to go into outer space.

Read More:

<http://www.dallasnews.com/sharedcontent/dws/bus/y!finance/amr/stories/101710dnbushorton.216fb36.html>

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### **Dancing FA's:**

<http://www.minyanville.com/dailyfeed/dancing-flight-attendants-hope-to/?camp=syndication&medium=portals&from=yahoo>

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

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Remaining financial items for retirees to watch:

After Aug 2007 these are retirement items remaining with financial consequence.

1. ~~PBGC 2nd look re-calc at qualified annuity benefits~~ - **completed 8/24/07**

2. ~~PBGC make up lump payment for underpayments since termination:~~ **most reported received 1/31/08**
3. Final claim distribution by DAL through BSI - **pending (now likely in '11 according to Kight)**
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)**
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%.
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. **pending**

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

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**Pension:**

**From:** [kurtbrown@comcast.net](mailto:kurtbrown@comcast.net)  
**Date:** 10/12/2010 5:27:07 PM  
**To:** [cavuto@foxnews.com](mailto:cavuto@foxnews.com)  
**Subject:** public pensions

Neil (Cavuto – Fox News),

I watched your segment today with Art Laffer on the public pension debt. I watch you a lot, especially when my Brother in Law, John Carter is on. He likes you too, by the way!

I was an Air Force pilot (Vietnam vet) and then flew for Delta for 30 plus years. When Delta declared Chapt 11 in 2006, the case was adjudicated in the Southern Dist of NY by Judge Adlai Stevenson Harden ( appointed by Clinton) and he allowed Delta to dump part of the pilots pension into PBGC (the rest of it was simply dumped and not paid at all). Our pension had been negotiated

under Federal Law (Railway Labor Acts) and had to be approved by the Federal gov't. This Judge allowed the PBGC to take over our pension. However it was like the fox watching the henhouse, the PBGC negotiated with Delta like a private company and was given millions of shares of new Delta stock, on which they have made out handsomely. They then proceeded to give the retired pilots a portion of their worked-for and federally approved pension. I was one of the lucky ones, I get 25%, some get 0, zero, zorrillo, nichts, nada! All this because Delta cried that with the pilot pension burden they couldn't come out of Chapt. 11. This idiot Harden bought it, and two years later they buy Northwest Airlines. Part of the deal is that they pay the Northwest Pilots, who never flew a minute for Delta, their full pension, while some of the Delta pilots who worked for 30 years get NOTHING!

Now, we are supposed to feel sorry for the public workers who may loose some of their pensions, and we are on the hook to pay for them!!!!!!! You are kidding, right! I have two words for them and it is not "Happy Retirement"!

Kurt Brown, Capt

Retired

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## Appeal Extensions About to Expire

### Appeals are coming to a head

Many of you who have an appeal in the hopper for you PBGC final benefit determination also filed for and received an extension. My extension runs out on Nov 14<sup>th</sup>. Our collective representation is aware of both. So within the next month or two we will be seeing the legal system and our representation at work.

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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 it.

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):

**Subject:** NON-REV ZED FARE TRAVEL INFO

I have had a lot of people request this listing ZED site login. If I have failed to reply to you about it please re-send your request and that will do it. I have been doing a lot of traveling and using a couple of different computers and just trying to keep up. I am sorry that I can't just flash it over our network but it is a little to public for that. So in case anyone needs to use this useful site, *(editor- login is held back because of the public nature of the PCN. If interested [email me](#) for shared info).*

## Life Section...

Misc Posts:

**From:** [Mike Harr](#)



**Date:** 10/17/2010 8:14:29 AM  
**To:** [mark@pilotcommunication.net](mailto:mark@pilotcommunication.net)  
**Subject:** your tool bar

Hi Mark:

I have used your toolbar in the past and have had to get a new PC.

Having trouble getting it to download Just keeps going to "stopped" and no download

Any advice ?

Mike Harr

*Editor: Try this link to download our browser toolbar for free. <http://pcntools.ourtoolbar.com/>  
If the download stops in process, I suspect you have to allow your computer to download the file.  
Many new antivirus or browser security measures prevent one click downloads.*

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If ALPA does not jump on this one they have really blown it. regards, Rick Bauer  
Would be really interesting to have feedback from the guys working in India.

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From: [Capt767er@aol.com](mailto:Capt767er@aol.com)  
Sent: 10/14/2010 7:12:03 P.M. Eastern Daylight Time  
Subj: WSJ 10/12-2010 Quote

One of the best quotes I have seen:

Article regarding demand in India for Aviation services

"India has an abundant supply of co-pilots, but what we have a problem with is the left seat, the commander," says Boeing's Mr. Keskar. "It's not hard to train a co-pilot. But the pilot is like fine wine: It takes so much to age."

Amen Brother!

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DECU Pocket Calendars:

If you use the personal **calendar DECU** sends yearly, please note. This year they are **only mailing to those who request it**. You can find the information on requesting the calendar on the DECU home page.

Linda Sorenson, flight attendant  
Lbsorenson66@att.net

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Human Interest:

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

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

**Date:** 10/10/2010 8:43:19 PM

**Subject:** An article about US Navy aircraft carrier operations in the 50's

Check it out at: <http://dickblizzard.blogspot.com> I wrote this harrowing experience from memory and I took all the pictures aboard the USS Wasp. Dick Blizzard

Here is a more direct link:

<http://dl.dropbox.com/u/9949596/S2F%20Flight%20Operations%20Aboard%20the%20USS%20Wasp.pdf>

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

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

**Date:** 10/14/2010 4:17:27 PM

**Subject:** 3rd Thursday of the Month Simulated DC-9 Layover

This coming Thursday is the 3rd Thursday of the month and time to see if you can still layover the old ORD DC-9 way. Everyone is invited to join the ORD Delta Group for a simulated layover of cheap beer, good pizza and excellent war stories at Nick's Pizza & Pub, 856 Pyott Road, Crystal Lake, IL or about 1/2 mile north of the Lake In The Hills airport at 19:00. (Tim I know your son really wants to see if he can handle an ORD DC-9 Layover). Bring a friend. See you there, David W. Skjerven

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

## ***From the Wallybird,***

Lynn has requested contact information for **J.O. Howatt** via the website. If anyone can help please send to Lynn, Clark Keller and copy me. Thanks, Dick

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Lynn Sorenson has contacted you via the website on 1:13 pm Sun Oct 10

From: Lynn Sorenson

E-Mail: [lsorenson@q.com](mailto:lsorenson@q.com)

Comments: Dick, Clark Keller from Dallas, Texas asked me to assist him in locating J.O. Howatt. Howatt's name is not listed in the Wally Bird database. Clark Keller is now a simulator instructor for Simuflite Training Int'l and knew J.O. before Western. If anyone in the Wally Bird Realm knows of J.O.'s whereabouts, Clark Keller's email is: [c.keller@msn.com](mailto:c.keller@msn.com) Thanks, Lynn Sorenson

**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](#).

Hey, Mark,

Here's a money saver for those **veterans who subscribe to Verizon Wireless** for their mobile phone service. May be old news for some of the group, as I had heard about this discount some time ago.....maybe from your news letter?

Anyway, in June I updated 2 of our 4 phones, and took my DD214 along for the ride. As it turns out, we in fact did get a 15% discount on our "Nationwide Talk and Text" 1400 minutes, which was \$110/month. Now the charge is \$93.50, or \$16.50 less. That's a savings of \$198/year for being a veteran with a DD214. Obviously, fewer minutes allotted and paid yearly will reduce the discount accordingly, but there could certainly still be enough for a nice dinner out.

Thanks again for the time and effort you put into the PCN High Life. I look forward to them popping up on the computer, and reading about out what's going on with our retiree group, DP3, Delta and the industry.

Jon Rineman

**Hangar Flying** (Share a bit of ole hangar flying with the net) :

Subj: Fw: P51 cockpit

It is great to drag your mouse (left button pressed) and move the view around. One needs a picture guide to identify all the stuff. Wouldn't you say this is a B or C model from the canopy design? BH

A P51 cockpit, you can scan around and see everything - even the missing bolt on the floor.... zoom in.....zoom out..... move any direction with the mouse.

[http://www.stclairphoto-imaging.com/360/P51-Mustang/P51\\_swf.html](http://www.stclairphoto-imaging.com/360/P51-Mustang/P51_swf.html)

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**From:** [Don Tibbs](#)  
**Date:** 10/6/2010 8:37:09 PM

**Subject:** Fw: A Pilot's Perspective -- What a great email for aviators and lovers of punctuated prose

**Forwarded for your amusement - some very colorful lines**  
**This guy must have taken a creative writing class in college.**  
**A3rd MAW C-130 Pilot's Description of Approach into Baghdad**  
**This is a funny story particularly if you lust over mixed metaphors.**

This is from a colorful writer from the 3rd Marine Air Wing based at MCAS Miramar :

There I was at six thousand feet over central Iraq , two hundred eighty knots and we're dropping faster than Paris Hilton's panties. It's a typical September evening in the Persian Gulf ; hotter than a rectal thermometer and I'm sweating like a priest at a Cub Scout meeting. But that's neither here nor there. The night is moonless over Baghdad tonight, and blacker than a Steven King novel.

But it's 2006, folks, and I'm sporting the latest in night-combat technology - namely, hand-me-down night vision goggles (NVGs) thrown out by the fighter boys. Additionally, my 1962 Lockheed C-130E Hercules is equipped with an obsolete, yet, semi-effective missile warning system (MWS). The MWS conveniently makes a nice soothing tone in your headset just before the missile explodes into your airplane. Who says you can't polish a turd?

At any rate, the NVGs are illuminating Baghdad International Airport like the Las Vegas Strip during a Mike Tyson fight. These NVGs are the cat's ass. But I've digressed. The preferred method of approach tonight is the random shallow. This tactical maneuver allows the pilot to ingress the landing zone in an unpredictable manner, thus exploiting the supposedly secured perimeter of the airfield in an attempt to avoid enemy surface-to-air-missiles and small arms fire.

Personally, I wouldn't bet my pink ass on that theory but the approach is fun as hxxx and that's the real reason we fly it. We get a visual on the runway at three miles out, drop down to one thousand feet above the ground, still maintaining two hundred eighty knots. Now the fun starts.

It's pilot appreciation time as I descend the mighty Herc to six hundred feet and smoothly, yet very deliberately, yank into a sixty degree left bank, turning the aircraft ninety degrees offset from runway heading. As soon as we roll out of the turn, I reverse turn to the right a full two hundred seventy degrees in order to roll out aligned with the runway. Some aeronautical genius coined this maneuver the "Ninety/Two-Seventy." Chopping the power during the turn, I pull back on the yoke just to the point my nether regions start to sag, bleeding off energy in order to configure the pig for landing.

"Flaps Fifty!, landing Gear Down!, Before Landing Checklist!" I look over at the copilot and he's shaking like a cat shxxtng on a sheet of ice. Looking further back at the navigator, and even though he nags, I can clearly see the wet spot spreading around his crotch. Finally, I glance at my steely eyed flight engineer. His eyebrows rise in unison as a grin forms on his face. I can tell he's thinking the same thing I am .... "Where do we find such fine young men?"

"Flaps One Hundred!" I bark at the shaking cat. Now it's all aim-point and airspeed. Aviation 101, with the exception there are no lights, I'm on NVGs, it's Baghdad , and now tracers are starting to crisscross the black sky. Naturally, and not at all surprisingly, I grease the Goodyear's on brick-one of runway 33 left, bring the throttles to ground idle and then force the props to full reverse pitch. Tonight, the sound of freedom is my four Hamilton Standard propellers chewing through the thick, putrid, Baghdad air. The huge, one hundred thirty-thousand pound, lumbering whisper pig comes to a lurching stop in less than two thousand feet. Let's see a Viper do that!

We exit the runway to a welcoming committee of government issued Army grunts. It's time to download their beans and bullets and letters from their sweethearts, look for war booty, and of course, urinate on Saddam's home.

Walking down the crew entry steps with my lowest-bidder, Beretta 92F, 9 millimeter strapped smartly to my side, look around and thank God, not Allah, I'm an American and I'm on the

winning team. Then I thank God I'm not in the Army. Knowing once again I've cheated death, I ask myself, "What in the hell am I doing in this mess?" Is it Duty, Honor, and Country? You bet your ass. Or could it possibly be for the glory, the swag, and not to mention, chicks dig the Air Medal. There's probably some truth there too. But now is not the time to derive the complexities of the superior, cerebral properties of the human portion of the aviator-man-machine model. It is however, time to get out of this hole. Hey copilot how's 'bout the 'Before Starting Engines Checklist."

God, I love this job!!!

Political (food for thought):

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

Thanks to Mike S. for sharing these:

This off the ALPA board today from a Brent Koth MSP 7ERB. I don't remember seeing these before, though they're probably recycled.

WISDOM FROM TRAINING MANUALS

'If the enemy is in range, so are you.'

- Infantry Journal-

'It is generally inadvisable to eject directly over the area you just bombed.'

- US.Air Force Manual -

'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'

- General MacArthur -

'Tracers work both ways.'

- Army Ordnance Manual-

'Five second fuses last about three seconds.'

- Infantry Journal -

'Any ship can be a minesweeper. Once.'

- Naval Ops Manual -

'Never tell the Platoon Sergeant you have nothing to do.'

- Unknown Infantry Recruit-

'If you see a bomb technician running, try to keep up to him.'

- Infantry Journal-

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.'

- Sign over SR71 Wing Ops-

'You've never been lost until you've been lost at Mach 3.'

- Paul F. Crickmore (SR71 test pilot)-

'The only time you have too much fuel is when you're on fire.'

-Unknown Author-

'If the wings are traveling faster than the fuselage it has to be a helicopter -- and therefore, unsafe.'

- Fixed Wing Pilot-

'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'

-Multi-Engine Training Manual-

'Without ammunition, the Air Force is just an expensive flying club.'

-Unknown Author-

'If you hear me yell; "Eject, Eject, Eject!", the last two will be echos.'

If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.'

-Pre-flight Briefing from a Canadian F104 Pilot-

'What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but If ATC screws up, .... the pilot dies.'

-Sign over Control Tower Door-

'Never trade luck for skill.'

-Author Unknown-

The three most common expressions (or famous last words) in military aviation are: 'Did you feel that?' 'What's that noise?' and 'Oh S...!'

-Authors Unknown-

'Airspeed, altitude and brains. Two are always needed to successfully complete the flight.'

-Basic Flight Training Manual-

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'

- Emergency Checklist-

'The Piper Cub is the safest airplane in the world; it can just barely kill you.'

- Attributed to Max Stanley ( Northrop test pilot) -

'There is no reason to fly through a thunderstorm in peacetime.'

-Sign over Squadron Ops Desk at Davis-Montham AFB , AZ-

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'

- Lead-in Fighter Training Manual -

As the test pilot climbs out of the experimental aircraft,  
having torn off the wings and tail in the crash landing, the crash truck arrives.  
The rescuer sees the bloodied pilot and asks, 'What happened?'  
The pilot's reply: 'I don't know, I just got here myself!'

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## Mark

Mark Sztanyo, 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:  
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/>

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PCN improve by adding a reason.