

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:

VEBA Road show attended:

Summary of my impressions included under Insurance section!

I don't get out much:

It was a pleasure to meet and greet some fellow pilots at the VEBA road show in ATL and I must say I always enjoy it. I was a little embarrassed by receiving thankyou's for work with the PCN from guys like; **Gene Key, Tom Snyder, Jeff Wilson, Bill Pantesco, Tony Piacentino** (VEBA Board Treasurer) and others. Really I feel that Dave Roberts should be the one getting the credit for getting this thing rolling. As Dave would say, I am just the next in line communicator. Also, there really isn't any way to have a worthwhile communication net without you contributors. So all who post and contribute deserve the credit. I must admit, though, it makes me feel good when guys tell me that its nice to get information and stay connected. That *is* and remains the primary purpose of the PCN and maybe, just maybe, we are making a little headway at pulling it off.

Last week's trick-or-treaters:

How about these grandkids for cute doorknockers. Google Picasa Album:

<http://picasaweb.google.com/marksztanyo/Halloween2010?authkey=Gv1sRgCKm2l8Klrf3phgE&feat=directlink>

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Christmas is approaching fast! Get your stuff before out group in PCN Ads!

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.....

Happy times are here again.....here's proof!

Delta brings back kiddie wings

Dayton Business Journal

Date: Friday, November 5, 2010, 5:04pm EDT



[Delta Air Lines Inc.](#) has renewed an old tradition and is again distributing plastic winged pins — called Kiddie Wings — to children who fly on the airline.

The plastic pins debuted in 1958 as a perk for children on certain flights, according to [a Delta blog posting](#).

The wings were scrapped a few years ago in the industry-wide wave of cost-cutting that also saw airlines scratching for pennies by eliminating snacks and even pillows from flights.

This year, airlines are seeing a resurgence of profits as they're flying fewer planes, resulting in higher fares. Delta posted a \$363 million third-quarter profit last month.

Pilots will be handing out gold wing pins and flight attendants will hand out silver wing pins.

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Wait.....not so fast – read the 2nd article below!

Delta Flight Attendants Reject Union

By [JAD MOUAWAD](#)

Published: November 3, 2010

Flight attendants at [Delta Air Lines](#) have rejected, by a narrow margin, a third attempt to be represented by a union.

Among Delta's 20,000 flight attendants, 9,544 voted against joining the union, the [Association of Flight Attendants](#), while 9,216 voted for a union.

The vote is a major setback for the AFA-CWA., which represents over 55,000 workers at 22 airlines, after failures to organize Delta's cabin crews in 2002 and 2008. The carrier, which is largely nonunion, merged with [Northwest Airlines](#), a unionized carrier, in 2008.

Shortly after the results were announced, union officials said they would demand an investigation into what they described as a widespread campaign led by Delta managers to interfere with the elections. They said they would ask the National Mediation Board, which ran the ballot, for another vote.

"The amount of intimidation these flight attendants experienced is unprecedented," Patricia Friend, the union's president, said during a conference call today.

Read more: <http://www.nytimes.com/2010/11/04/business/04delta.html?partner=yahoofinance>

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Delta union rejection may be thrown out

Atlanta Business Chronicle

Date: Friday, November 5, 2010, 4:16pm EDT

[Delta Air Lines Inc.](#) flight attendants' [latest rejection of union representation](#) through the Association of Flight Attendants-CWA may be tossed out, according to Bloomberg.

Bloomberg [reported Friday](#) union representation may be nullified by a U.S. labor board controlled by Obama administration appointees. The National Mediation Board likely will order a new election after reviewing allegations of company interference in balloting, the story said. The union plans to file interference charges by a Nov. 12 deadline.

On Wednesday, Delta's 20,000 flight attendants voted against joining a union for a third time in recent history. According to Delta (NYSE: DAL), there were 18,760 votes cast and 53 percent voted against AFA representation. There were 19,887 eligible voters, of which 44 percent voted for AFA.

As soon as the vote results were announced, the union said it planned to file a series of objections, including "serious charges of interference" against Delta.

Delta's flight attendants have historically shunned union representation, with Association of Flight Attendants-CWA having failed twice to become the representative of Delta's flight attendants. While Northwest's attendants have been unionized for ...

[Delta Air Lines Inc.](#) flight attendants' [latest rejection of union representation](#) through the Association of Flight Attendants-CWA may be tossed out, according to Bloomberg.

In May 2008, a majority of Delta flight attendants failed to turn out for a unionization vote, and the vote was subsequently turned down by the NMB. Delta's flight attendants also rejected unionization in 2002.

Read more: [Delta union rejection may be thrown out | Atlanta Business Chronicle](#)

Other Airline News (Recent stories of interest):

American Airlines Needs Orbitz

by: Jeffrey Breen November 07, 2010

American ([AMR](#)) is threatening to pull its flights from Orbitz ([OWW](#)) at the end of the month. This threat constitutes a marked escalation in American's attempt to push its [AA Direct Connect platform](#) as the sole means to access its inventory. While there are many good things to say about the modern, XML-based system, the bottom line for this effort is... well, the bottom line... as American attempts to reduce its distribution costs.

Cutting out middle men, such as global distribution systems and online travel agencies, is an obvious way to reduce what are essentially commission expenses. But the surest way to reduce commissions? Reduce bookings—exactly the risk American is facing if unable to come to an agreement with Orbitz this month:

Read More: <http://seekingalpha.com/article/235308-american-airlines-needs-orbitz?source=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 Mar '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)* Appeal extensions generally granted in Nov 2010 now extended by our law firm for all to January 7, 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%.
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. *Enrollment period commences.*

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

My summary of impressions from the ATL VEBA road show. This is NOT my attempt to usurp all the good info we are getting from the DP3 or VEBA, just my impressions of the roadshow info. (Please double check with DP3 and VEBA concerning the accuracy of the following)

General Notes:

Premiums are VERY competitive and when benefits are factored in all plans are well worth a look.

I was hoping that the plans would be of a premium nature (or on the benefit side) "rich plans" and they are. In fact as an example, the Over 65 Med-i-gap plan F, as we were told, is the "richest" best benefit Med-i-gap plan you can get.

*DO NOT PANIC, since normal **enrollment deadlines** (from whatever plan you are currently in) are approaching. First, it is my opinion that most of us should seriously consider these plans, but if you cannot decide by original deadlines no worries enroll in old plan to assure your choices in on time. The VEBA folks are on top of this and have told me with that if you enroll in VEBA past the DAL deadlines that the VEBA will qualify as a "life event" in order to cancel your Delta coverage. More on this from DP3.*

Seminar Video, planbooks, and enrollment forms online at DP3 website soon!

CIG (Cone Group) & VEBA Board have done an amazing and admirable job here pulling this off considering the time constraints, regulatory, and company hurdles.

Prescription Drug underwriter is still not settled but will be soon.

Many enrollees of the VEBA plans will bundle medical, prescription drug, dental and vision and payment will be made as one check per month.

Extension of Bush Tax Cuts important to allow plans to go ahead as designed.

Specific for Under 65

Under 65 (HCTC eligible) plan booklet on way: Delta did provide the census for the under 65 group and you will be getting a plan booklet shortly.

This plan is administrated by Marsh, hopefully subsidized by the HCTC, and underwritten by Aetna. There is a standard and premium plan. Dental, prescription drugs and vision are the same in both bundles.

In addition HCTC 1st registration or plan change form has been streamlined and all sent to administrator Marsh. Marsh handles the enrollment and automates the IRS subsidized premiums starting with the 2nd one.

Specific for Over 65

Over 65 Med-i-gap Plan F is “richest” in the benefits of all med-i-gap plans. This plan exceeds the Plan F offered by the DALRC.

Don't Miss Following Note for Over 65!

IMPORTANT: Booklet sent ONLY if you call in: Because a roadblock at getting the “census” from Delta on the over 65, the VEBA trust does not have all of your mail addresses. This plan is very much worth a closer look but you have to call to ask for a booklet which will provide them your address for the plan administrator Aetna. Please **call AETNA at 1-800-345-9474** identify yourself as a Delta retiree of over 65 and would like a plan booklet.

Contact numbers.

Marsh (for under 65) (number hot as of Nov 5th)	877-928-8322 (VEBA)
AETNA (for over 65)	1-800-345-9474
AETNA Dental.....	1-877-238-6200
VSP Vision.....	1-800-877-7195
HCTC	1-866-628-4282

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From: UTREBEL@aol.com
Date: 11/01/10 07:58:05
To: mark@pilotcommunication.net
Subject: VEBA

Went to the DFW Roadshow. I was very impressed. These folks really did a great job of putting this together. From what I could gather the only problem right now is waiting to see if the Bush tax cuts get extended. That has to happen for the VEBA to be eligible for the HCTC immediately. There is another option that will take more time. I did sign up for the VEBA but will sign up for the DPMP also just in case the HCTC is delayed. Thanks for all you are doing. Reb Hirsch

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Patrick Weaver

Email nail65@comcast.net

Issue Area - Insurance

Comments - Has anyone with an analytical mind figured out the differences between the DALRC and the DPMP insurance plans? Which one gives you more bang for the buck? The Delta site makes it difficult to see what exactly they are offering.

TIA

Editor: Patrick, your question depends on a few things like age, your current health, and a few other things. I will ask the group to give you a response, but in the mean time I would very much encourage you to look at the new offerings from the DP3 VEBA.

Pension:

From: [Denis Waldron](#)

Date: 8/3/2010 5:14:13 PM (Note found this informative post is a lost email account)

Subject: United retired pilots behind the 8 ball

Mark,

After some initial fumbles, a rejuvenated DP3 (since when the court approved our pension termination) has certainly taken the ball and run with it for a mere \$1,200 from members, and lots of US Airways retired pilots Soaring Eagles blocking down field.

The retired United pilots fought their pension termination, but it was much deeper underwater than ours to begin with, and United did not have to pay nearly as much into their fund (a \$ billion less) in order for the PBGC to accept the termination. Their retiree contributions for any more efforts dried up. I and Will Buergey have been in contact with several involved retired United pilots - their senior retirees don't want to further dilute the underfunded PC3 by helping the retirees under the abusive PBGC lookback interpretations. We had that same problem early on - but it has been overcome since our PC3 funding is well over 100% with Delta's required \$2.5 billion in stock and cash addition to the Fund taken over by the PBGC. (IMO, our Plan should never have been terminated).

From the following link, we see the United retired pilots have confirmed to have folded their tent:

<http://www.ualpilotpension.com/>

WEBSITE UPDATE 06/22/10

PBGC FINAL DETERMINATION LETTERS

The United Retired Pilots Benefit Protection Association (URPBPA) has received information from several of our members that they have received their "Final Determination Letter" (FDL) from the Pension Benefit Guaranty Corporation (PBGC).

The letter states "This is the PBGC's formal determination of your benefit." The letter goes on to describe the various options that the retiree made shortly before or at retirement. It also includes basic information concerning the retirees' participation in the plan and dates associated with his

employment as a United pilot. The letter states the dollar amount the retiree will receive from the PBGC on a monthly basis in the future. Additionally, there is a pamphlet included that describes the process and time limits should the retiree wish to appeal the PBGC's decisions. PLEASE NOTE THAT THE PBGC'S TIME LIMITS TO APPEAL AND TO REQUEST AN EXTENSION OF YOUR RIGHT TO APPEAL ARE FIRM LIMITS AND THAT THE PBGC WILL INSIST ON STRICT ADHERANCE TO THEM.

URPBPA will not be able to file appeals for, or assist members who wish to appeal the PBGC's decisions. URPBPA does not have the financial resources nor the manpower to file the appeals. Each appeal will be different based upon the issues the retiree wishes to appeal and the retiree's individual circumstances. Assisting members in this case is far beyond the capabilities of URPBPA. The most important thing to remember is that the law and procedures for appealing your FDL are extremely complex and the time period for seeking PBGC review is short. URPBPA STRONGLY RECOMMENDS that retirees consult with their financial advisors or their attorney concerning whether or not to file an appeal, or request an extension based upon the information provided in the FDL by the PBGC.

In the past, URPBPA has filed several Freedom Of Information Act (FOIA) requests with the PBGC seeking information concerning the value of the assets that the PBGC received from United at the time our plan was terminated and the allocation of a \$1.5 billion that United conveyed to the PBGC as part of the termination agreement. The response to most of our FOIA requests has been that the PBGC had not completed their evaluation of the pilots' plan and that we should once again make our request when the PBGC's analysis was completed. URPBPA is again making a FOIA request of the PBGC for this information. Unfortunately, the time limits for the PBGC to supply the information to satisfy a FOIA request will extend past the PBGC deadlines for the early recipients of FDL's to file their appeals.

URPBPA will make a general review of the information the PBGC provides in an effort to determine how the PBGC arrived at the decision on the amount of money that would be available to retired pilots in the PC-3 category. URPBPA will post additional information on our website as it becomes available.

Unlike DP3, they are totally unprepared for the BDL's which are starting to be sent to them. Here is a forwarded email (haven't seen previous ones referred herein). **My emphasis**

Date: August 1, 2010 10:33:10 AM PDT
Subject: Re: More Coming

Looking at Woody's proposal brings up a couple questions/comments. I believe "These Letters must be appealed within 45 days of receipt." is incorrect and should be (45 calendar days from the date of the final determination letter). Mine took a week to get here and another 16 days from my request for the math for it to show up. I have no idea how many of us could eventually be involved or what percentage have even received such notices to date, but what is abundantly clear to me is that, **with their 45 day clock, slowly sending these notices out works very much against us and any "collective voice" Woody refers to**. For this reason I question the suggestion for everyone requesting a "6 month extension to prepare an appeal". I would think, if we could force the PBGC to accept a 6 month extension to begin after the last individual was issued a final notice would either speed up their processing or neuter their delaying tactics. What do the legal beagles say? We probably only have one chance left to get this right.

I see a few names missing who I think should be here, but with some of these email addresses....

Guys,

Please keep in mind: We are still in the formative stages of getting our act together. You will probably see the initial message more than once. Same message: we need as many as possible to get involved. We're running out of time!

Here is some more United information: <http://rupa.org/WilsmanPBCGCalc.htm>

Maybe they will be able to desperately catch up and organize - some of them have the DP3 website, redacted emails, and may have had at least limited contact with DP3's law firm.

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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):

Life Section...

Misc Posts:

Alternative to United Way Contribution!

From: Jmorgan667@aol.com

Date: 11/4/2010 3:00:20 PM

Subject: Delta's Request for contribution to THE UNIDED WAY.

To DP 3 Board of Directors:

Having just received Delta management's letter requesting that retired company employees support the United Way charities I offer the following suggestions for consideration.

While yes I believe that supporting The United Way is an admirable initiative I suggest that the Delta Pilots (both retired and active) under the supervision of DP 3, **start a Delta Pilot Charities to support, and help retired pilots**, their families and children that are receiving *zero or minimum benefit from the PBGC*.

This money could be used for student loans, emergency situations, serious illness, zero interest loans, or non repayable contribution to our suffering pilots. The exact form of the charity benefits could be worked out by DP 3 Board Executives.

I further suggest that *charity starts at home* and many of our brothers and sisters; pilots that served many years with honor and dignity, and their families are suffering badly.

Consider if 5500 pilots each contributed \$100 each we would have a fund of \$550,000 to help our stricken brothers.

I have said it before and I will repeat it for emphasis. "AMERICANS DON'T LEAVE THEIR WOUNDED OR DEAD BEHIND." Let's help those closest to us first.

Your consideration and comments are appreciated.

John Morgan
Miami, (retired)

From: [James J. Goode III](#)

Date: 11/4/2010 4:52:31 PM

Subject: Fwd: Delta's Request for contribution to THE UNIDED WAY.

I for one am in complete support of Captain John Morgan's (retired) imitative as stated below.

Captain James Goode(Retired) and Honor Roll DP3

From: [George Leatherbury](#)

Date: 11/4/2010 9:39:33 PM

Subject: Re: Delta's Request for contribution to THE UNIDED WAY.

John - This is a very noble idea. But it is beyond the time resources of DP3 to undertake it. We are 9 volunteers working 40 to 80 hours a week in our attempt to restore the pension benefits to the retired Delta pilots. We hope that this imitative will be taken by one of the addresses to this email, but DP3 has a full plate already.

We have probably not conveyed that our 9 volunteers are working full time for no pay. On the insurance front, we are trying to provide HCTC eligible insurance – which has required ongoing battles with DAL, as well as developing a Congressional initiative. We also work to provide guidance to, and occasional actions on behalf of our Medicare eligible retirees.

On the retirement front we are coordinating administrative and legal appeals of PBGC procedures, we have an ongoing legislative effort underway, and we are trying to develop methods of identifying errors that both the PBGC and DAL may have made in the data that is being used (this is separate from the appeals issues).

There is \$550 million on the line for 3500 of our retirees in the appeals process. This is real money and the potential benefit dwarfs anything we could do as a welfare agency. We simply have too much on our plate already.

John, we applaud your suggestion and should you or anyone else, want to undertake it, we will support this effort. But DP3 is not the proper avenue for this sort of action. We are committed to helping the retired pilots in a different manner.

George Leatherbury

DP3 Trustee

DP3 VEBA Vice Chairman

Editor: Capt Morgan is on to something. Years ago it was virtually unthinkable that a retired DAL captain and his family may find themselves in financial trouble. That eventuality is a reality with more than you would ever guess. I agree with George that the DP3 is loaded up right now. A charitable trust that targets our group's less fortunate is a very noble and good idea. Up front it would take a lot of work to get it up and running and manage it. Should there be individuals interested in pursuing the idea maybe we can serve as a communication hub to put those together who may wish to organize it.

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Some MI roots:

From: T28CDKMK@aol.com

Date: 10/31/10 19:05:46

To: mark@pilotcommunication.net

Subject: Mi.

We just try to keep this place a secret. Born in Traverse City, several years back. Spent summers in Suttons Bay area going up as soon as school let out. Bought the cabin I helped my Dad build when I was 12 and my kids were up here out of Ga. till they left the Roost. My son, working for United lives up here, as he married a girl from here, daughter in Raliegh Durham, locked in with husbands parents. Works for American. Left Ga when we were robbed and basically became uncomfortable where we lived. In 2001.

Duane Kalember

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From: [Denny](#)

Date: 11/1/2010 12:55:43 PM

To: mark@pilotcommunication.net

Subject: Thanks

Mark--Thanks for all you do to keep us retired pilots "in the loop"--I am also a DP3 member and waiting for my results from the PBGC (I have a QDRO). We have a couple of things in common. I also went to Michigan State and received my MBA there in 1967. Got my B.S. from Lawrence Tech prior to that. Tried to stay out of the draft as long as possible, but, after MSU, I joined the Air Force and went to OTS and then pilot training.

Flew C-141's at Dover AFB and then C-130's in Vietnam (stationed at CCK Taiwan, but spent most of the time in Vietnam)

My Dad grew up in Tawas City (one of ten children) and so we spent a lot of time visiting there each summer (we lived in suburbs of Detroit). Lots of happy memories in Tawas and East Tawas--fishing, swimming, etc. I think my grandparents house was at the SE corner of 3rd Ave and 2nd St. (just off Whittemore St). One of my uncle's relatives used to own it--not sure who owns it now. Where exactly do you visit when you go there? I am sure both cities look very different today.

Denny Zollweg

Marietta GA

Retired Dec 2002

Human Interest:

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

From: [Dick](#)

Date: 11/4/2010 8:29:09 PM

Subject: Doug Lofton

Hello George, I recently posted an article about Doug's encounter with a madman in the cockpit of the DC-9. I think you will like it. Help me promote my blog - just forward this email. Thanks.

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Dick Blizzard Click on <http://dickblizzard.blogspot.com>

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

From: [Romanoski, Greg](#)

Date: 11/2/2010 10:08:20 AM

Subject: Delta Heritage Museum Festival of Trees 2010

Festival of Trees 2010

The Delta Air Transport Heritage Museum is once again asking for your participation in bringing the holiday spirit to the hangars by involving Delta departments and network groups in a fun way that benefits the Museum. The Museum is presenting its 6th annual **Festival of Trees** in Hangar 2, where your group can decorate holiday trees and wreaths and compete for the best design. The wreaths and pre-lit trees will be provided by the Museum and your decorated trees will be on display for Delta family and friends to enjoy and bid on during the holiday season.

Festival of Trees Judging

On Thursday, December 2nd at 11am the Museum will announce the Festival of Trees winners for Best Tree and Best Wreath. The winning team for Best Tree will receive one gift certificate at the Delta Heritage Museum Store in the amount of \$100.00. The winning team for Best Wreath will receive one gift certificate at the Delta Heritage Museum Store in the amount of \$50.00.

Museum Ornament Sale and Silent Auction Bidding

On Thursday, December 2nd from 11am to 2pm view the trees and wreaths and purchase Museum ornaments at greatly discounted prices. The silent auction for the Festival of Trees will also begin and continue through Thursday, December 16th. All proceeds from the auction will benefit the Museum. Trees and wreaths may be picked up by the winning bidders December 16th – 23rd.

Key dates for the Festival of Trees:

- **November 17**– Turn in your forms by this date to **reserve your tree or wreath**.
- **November 19-December 1** – Tree decorating days.
- **December 2**– Festival of Trees winners announced at 11am. Museum ornament sale from 11am-2pm. Silent Auction begins.
- **December 16** – Silent auction ends.
- **December 16-23** – Trees and wreaths removed from Museum by auction winners.

We hope that you will participate in the Festival of Trees this year and enjoy our holiday celebrations. Thank you again for helping the Delta Air Transport Heritage Museum remain an active part of Delta's past, present and future.

For more information, please contact Greg Romanoski at 404-715-7886

Greg Romanoski
Development Manager
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Atlanta, GA 30354-1989
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www.deltamuseum.org

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

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

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: [David L. Roberts](#)
Date: 11/4/2010 9:46:28 PM
To: [David L. Roberts](#)
Subject: THE LAST FLIGHT

Hello all,
This is one of those great, touching, "war stories", that happened in peacetime. Click on the URL below for the original document, or read the pasted copy in the email format.

Enjoy,
Dave

http://thecommunitypaper.com/archive/2010/09_09/index.php

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From: [Bruce Cullen](#)

Date: 11/6/2010 8:50:35 PM

Subject: Arthur Godfrey, Eddie Rickenbacker, EAL & USAF... 1953

From a good friend whose Dad was in EAL mgt years ago & he in mgt w/ EAL & USAir. It was an re to some other old airline clips I'd sent him. For anyone with EAL connections & anyone who was ever interested in flying, this link is excellent. It is almost an hour long, in color & shows some great old flying scenes aboard EAL as well as AF flying scenes with old Arthur Godfrey, Rickenbacker etc. It's a great primer for how things worked, even if it's now 57 yrs old. I'd never seen this one before so enjoy the way it was in the grand old days.....

Bruce

I watched the Allegheny/USAir and EAL clips – I vividly remember when they put that one out with the name Change and our first BIG aircraft – a 727.

Talk about BINGO – when I finished the clip on EAL on YT – I noted the promo for this EAL Movie with Arthur Godfrey

<http://www.youtube.com/watch?v=U6VfkKjIhXs&NR=1&feature=fvwp>

OMG – this was the movie my Dad honchoed for EAL along with Bev Griffith (Head of PR) and he toured the nation showing this movie. Years ago we had a copy up in the attic – who knows where it went.

Godfrey was good friends with the Captain and always wore an EAL pin on his suit lapel. Dick Merrill was Chief Pilot and a close friend of my Dad's – I have pix and an 8 mm movie of he , I and my sister in Miami coming down the steps of a Connie – had to be in the 1953-54 time range as well.

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From: rpres66@aol.com

Date: 11/5/2010 11:16:51 PM

Subject: Koga's Zero Fighter - A GREAT AIRPLANE STORY

A GREAT AIRPLANE STORY

An enemy plane that saved American lives.

A JAPANESE AUTHORITY has written that the Allies' acquisition of Koga's Zero was "no less serious" a setback than Japan's defeat at Midway, in which they lost four aircraft carriers.

BY JIM REARDEN

On 4 June 1942, Japanese aircraft attacked the American military base at Dutch Harbor in the Aleutians. One Zero fighter was hit during the raid, severing its oil line.

The pilot of the damaged Zero, 19-year-old Flight Petty Officer Tadayoshi Koga, knew he couldn't make it back to his carrier, the RYUJO, and decided to land his aircraft on the island of Akutan, 40 kilometers (25 miles) away. Akutan had been designated for emergency landings, with a Japanese submarine standing off the island to assist pilots who were forced down.

Koga attempted to land on what he thought was a grassy meadow while two of his wingmates watched on. The grassy meadow turned out to be a marsh, and when Koga touched down, the Zero's main gear dug into the mud and the aircraft flipped over on its back.

Koga's two wingmates had orders to prevent a Zero from being captured, but as they were not certain Koga was dead, they were reluctant to shoot up the overturned Zero and destroy it. Koga did not emerge, and his wingmates finally had to depart in order to make it back to the RYUJO.

In fact, Koga was dead. His neck had been broken when the aircraft flipped over. On 10 July 1942, a US Navy PBV Catalina flying boat on patrol spotted the Zero, and set down on the waves so the crew could go ashore and examine the downed fighter. They excitedly reported their find to their superiors and an expedition was sent to recover the downed aircraft. Navy workers laboriously dragged the Zero onto a skid and pulled out of the bog with a tractor, put the aircraft on a barge, and brought it to Dutch Harbor. Koga's body was buried on Akutan, to be repatriated back to Japan after the war.

At Dutch Harbor, the Zero, which was still on its back, was righted, cleaned up, and put in a crate for shipment to San Diego. The Zero's wings could not be detached in any convenient way and so the crate was very big and clumsy. The inability to remove the wings was a nuisance for the Japanese as well, but adding such a feature would have increased the aircraft's weight.

After arrival in San Diego, the Zero, which turned out to be an A6M2 Model 21 with a manufacturing date stamp of 19 February 1942, was repaired. One problem was that the propeller was damaged beyond repair, but that was easy to fix, since the Sumitomo design was a straight copy of a readily available Hamilton Standard propeller. Flight evaluations of the captured aircraft began in late September 1942, and demonstrated the performance capabilities and limitations of the type.

The information it yielded was vital to the U.S. war effort because in 1941 and most of 1942, the Zero outflown virtually every enemy fighter it encountered, primarily because of its agility. During the previous several years many Zero pilots had seen aerial combat in China, so unblooded Allied pilots in less maneuverable planes usually regretted any attempt to fight Zeros flown by the experienced Japanese if they lived long enough.

For example, in April 1942 thirty-six Zeros attacking a British naval base at Colombo, Ceylon (now Sri Lanka), were met by about sixty Royal Air Force aircraft of mixed types, many of them obsolete. Twenty-seven of the RAF planes went down: fifteen Hawker Hurricanes (of Battle of Britain fame), eight Fairey Swordfish, and four Fairey Fulmars. The Japanese lost one Zero.

Five months after America's entry into the war, the Zero was still a mystery to U.S. Navy pilots. On May 7, 1942, in the Battle of the Coral Sea, fighter pilots from our aircraft carriers Lexington and Yorktown fought the Zero and didn't know what to call it. Some misidentified it as the German Messerschmitt 109.

A few weeks later, on June 3 and 4, warplanes flew from the Japanese carriers Ryujo and Junyo to attack the American military base at Dutch Harbor in Alaska's Aleutian archipelago. Japan's attack on

Alaska was intended to draw remnants of the U.S. fleet north from Pearl Harbor, away from Midway Island, where the Japanese were setting a trap. (The scheme ultimately backfired when our Navy pilots sank four of Japan's first-line aircraft carriers at Midway, giving the United States a major turning-point victory.)

KOGA'S WING MEN were supposed to fire incendiary bullets into his plane to keep it from falling into enemy hands. But Koga was a friend, and they couldn't bring themselves to shoot.

IN THE RAID OF JUNE 4, TWENTY BOMBERS blasted oil storage tanks, a warehouse, a hospital, a hangar, and a beached freighter, while eleven Zeros strafed at will. Chief Petty Officer Makoto Endo led a three-plane Zero section from the Ryujo, whose other pilots were Flight Petty Officers Tsuguo Shikada and Tadayoshi Koga. Koga, a small nineteen-year-old, was the son of a rural carpenter. His Zero, serial number 4593, was light gray, with the imperial rising-sun insignia on its wings and fuselage. It had left the Mitsubishi Nagoya aircraft factory on February 19, only three and a half months earlier, so it was the latest design.

Shortly before the bombs fell on Dutch Harbor that day, soldiers at an adjacent Army outpost had seen three Zeros shoot down a lumbering Catalina amphibian. As the plane began to sink, most of the seven-member crew climbed into a rubber raft and began paddling toward shore. The soldiers watched in horror as the Zeros strafed the crew until all were killed. The Zeros are believed to have been those of Endo, Shikada, and Koga.

After massacring the Catalina crew, Endo led his section to Dutch Harbor, where it joined the other eight Zeros in strafing. It was then (according to Shikada, interviewed in 1984) that Koga's Zero was hit by ground fire. An Army intelligence team later reported, bullet holes entered the plane from both upper and lower sides.

One of the bullets severed the return oil line between the oil cooler and the engine. As the engine continued to run, it pumped oil from the broken line. A Navy photo taken during the raid shows a Zero trailing what appears to be smoke. It is probably oil, and there is little doubt that this is Zero 4593.

After the raid, as the enemy planes flew back toward their carriers, eight American Curtiss Warhawk P-40s shot down four Val (Aichi D3A) dive bombers thirty miles west of Dutch Harbor. In the swirling, minutes-long dogfight, Lt. John J. Cape shot down a plane identified as a Zero.

Another Zero was almost instantly on his tail. He climbed and rolled, trying to evade, but those were the wrong maneuvers to escape a Zero. The enemy fighter easily stayed with him, firing its two deadly 20-mm cannon and two 7.7-mm machine guns. Cape and his plane plunged into the sea. Another Zero shot up the P-40 of Lt. Winfield McIntyre, who survived a crash landing with a dead engine.

Endo and Shikada accompanied Koga as he flew his oil-spewing airplane to Akutan Island, twenty-five miles away, which had been designated for emergency landings. A Japanese submarine stood nearby to pick up downed pilots. The three Zeros circled low over the green, treeless island. At a level, grassy valley floor half a mile inland, Koga lowered his wheels and flaps and eased toward a three-point landing. As his main wheels touched, they dug in, and the Zero flipped onto its back, tossing water, grass, and gobs of mud. The valley floor was a bog, and the knee-high grass concealed water.

Endo and Shikada circled. There was no sign of life. If Koga was dead, their duty was to destroy the downed fighter. Incendiary bullets from their machine guns would have done the job. But Koga was a friend, and they couldn't bring themselves to shoot. Perhaps he would recover, destroy the plane

himself, and walk to the waiting submarine. Endo and Shikada abandoned the downed fighter and returned to the Ryujo, two hundred miles to the south. (The Ryujo was sunk two months later in the eastern Solomons by planes from the aircraft carrier Saratoga. Endo was killed in action at Rabaul on October 12, 1943, while Shikada survived the war and eventually became a banker.)

FORTY-SIX YEARS later, Sanders remembered how his very first test flight exposed weaknesses of the Zero that American pilots could exploit.

The wrecked Zero lay in the bog for more than a month, unseen by U.S. patrol planes and offshore ships. Akutan is often foggy, and constant Aleutian winds create unpleasant turbulence over the rugged island. Most pilots preferred to remain over water, so planes rarely flew over Akutan. However, on July 10 a U.S. Navy Catalina (PBY) amphibian returning from overnight patrol crossed the island. A gunner named Wall called, Hey, there's an airplane on the ground down there. It has meatballs on the wings. That meant the rising-sun insignia.

The patrol plane's commander, Lt. William Thies, descended for a closer look. What he saw excited him. Back at Dutch Harbor, Thies persuaded his squadron commander to let him take a party to the downed plane. No one then knew that it was a Zero.

Ens. Robert Larson was Thies's copilot when the plane was discovered. He remembers reaching the Zero. We approached cautiously, walking in about a foot of water covered with grass. Koga's body, thoroughly strapped in, was upside down in the plane, his head barely submerged in the water.

We were surprised at the details of the airplane, Larson continues. It was well built, with simple, unique features. Inspection plates could be opened by pushing on a black dot with a finger. A latch would open, and one could pull the plate out. Wingtips folded by unlatching them and pushing them up by hand. The pilot had a parachute and a life raft.

Koga's body was buried nearby. In 1947 it was shifted to a cemetery on nearby Adak Island, and later, it is believed, his remains were returned to Japan.

Thies had determined that the wrecked plane was a nearly new Zero, which suddenly gave it special meaning, for it was repairable. However, unlike U.S. warplanes, which had detachable wings, the Zero's wings were integral with the fuselage. This complicated salvage and shipping.

Navy crews fought the plane out of the bog. The tripod that was used to lift the engine, and later the fuselage, sank three to four feet into the mud. The Zero was too heavy to turn over with the equipment on hand, so it was left upside down while a tractor dragged it on a skid to the beach and a barge. At Dutch Harbor it was turned over with a crane, cleaned, and crated, wings and all.

WHEN THE AWKWARD CRATE CONTaining Zero 4593 arrived at North Island Naval Air Station, San Diego, a twelve-foot-high stockade was erected around it inside a hangar. Marines guarded the priceless plane while Navy crews worked around the clock to make it airworthy. (There is no evidence the Japanese ever knew we had salvaged Koga's plane.)

In mid-September Lt. Cmdr. Eddie R. Sanders studied it for a week as repairs were completed. Forty-six years later he clearly remembered his flights in Koga's Zero. "My log shows that I made twenty-four flights in Zero 4593 from 20 September to 15 October 1942," Sanders told me. "These flights covered performance tests such as we do on planes undergoing Navy tests. The very first flight exposed weaknesses of the Zero that our pilots could exploit with proper tactics."

The Zero had superior maneuverability only at the lower speeds used in dogfighting, with short

turning radius and excellent aileron control at very low speeds. However, immediately apparent was the fact that the ailerons froze up at speeds above two hundred knots, so that rolling maneuvers at those speeds were slow and required much force on the control stick. It rolled to the left much easier than to the right. Also, its engine cut out under negative acceleration [as when nosing into a dive] due to its float-type carburetor.

We now had an answer for our pilots who were unable to escape a pursuing Zero. We told them to go into a vertical power dive, using negative acceleration, if possible, to open the range quickly and gain advantageous speed while the Zero's engine was stopped. At about two hundred knots, we instructed them to roll hard right before the Zero pilot could get his sights lined up.

This recommended tactic was radioed to the fleet after my first flight of Koga's plane, and soon the welcome answer came back: It works, Sanders said, satisfaction sounding in his voice even after nearly half a century. Thus by late September 1942 Allied pilots in the Pacific theater knew how to escape a pursuing Zero.

<STRONG?

"Was Zero 4593 a good representative of the Model 21 Zero?" I asked Sanders. In other words, was the repaired airplane 100 percent?

"About 98 percent," he replied.

THE ZERO WAS ADDED TO THE U.S. Navy inventory and assigned its Mitsubishi serial number. The Japanese colors and insignia were replaced with those of the U.S. Navy and later the U.S. Army, which also test-flew it. The Navy pitted it against the best American fighters of the time, the P-38 Lockheed Lightning, the P-39 Bell Airacobra, the P-51 North American Mustang, the F4F-4 Grumman Wildcat, and the F4U ChanceVought Corsair, and for each type developed the most effective tactics and altitudes for engaging the Zero.

Leonard recently told me, "The captured Zero was a treasure. To my knowledge no other captured machine has ever unlocked so many secrets at a time when the need was so great."

A somewhat comparable event took place off North Africa in 1944, coincidentally on the same date, June 4, that Koga crashed his Zero. A squadron commanded by Capt. Daniel V. Gallery, aboard the escort carrier Guadalcanal, captured the German submarine U-505, boarding and securing the disabled vessel before the fleeing crew could scuttle it. Code books, charts, and operating instructions rescued from U-505 proved quite valuable to the Allies. Captain Gallery later wrote, "Reception committees which we were able to arrange as a result may have had something to do with the sinking of nearly three hundred U-boats in the next eleven months." By the time of U-505's capture, however, the German war effort was already starting to crumble (D-day came only two days later), while Japan still dominated the Pacific when Koga's plane was recovered.

A classic example of the Koga plane's value occurred on April 1, 1943, when Ken Walsh, a Marine flying an F4U Chance-Vought Corsair over the Russell Islands southeast of Bougainville, encountered a lone Zero. "I turned toward him, planning a deflection shot, but before I could get on him, he rolled, putting his plane right under my tail and within range. I had been told the Zero was extremely maneuverable, but if I hadn't seen how swiftly his plane flipped onto my tail, I wouldn't have believed it," Walsh recently recalled.

I remembered briefings that resulted from test flights of Koga's Zero on how to escape from a following Zero. With that lone Zero on my tail I did a split S, and with its nose down and full throttle my

Corsair picked up speed fast. I wanted at least 240 knots, preferably 260. Then, as prescribed, I rolled hard right. As I did this and continued my dive, tracers from the Zero zinged past my plane's belly.

From information that came from Koga's Zero, I knew the Zero rolled more slowly to the right than to the left. If I hadn't known which way to turn or roll, I'd have probably rolled to my left. If I had done that, the Zero would likely have turned with me, locked on, and had me. I used that maneuver a number of times to get away from Zeros.

BY WAR'S END CAPT. (LATER Lt. Col.) Kenneth Walsh had twenty-one aerial victories (seventeen Zeros, three Vals, one Pete), making him the war's fourth-ranking Marine Corps ace. He was awarded the Medal of Honor for two extremely courageous air battles he fought over the Solomon Islands in his Corsair during August 1943. He retired from the Marine Corps in 1962 after more than twenty-eight years of service. Walsh holds the Distinguished Flying Cross with six Gold Stars, the Air Medal with fourteen Gold Stars, and more than a dozen other medals and honors.

How important was our acquisition of Koga's Zero? Masatake Okumiya, who survived more air-sea battles than any other Japanese naval officer, was aboard the Ryujo when Koga made his last flight. He later co-authored two classic books, *Zero* and *Midway*. Okumiya has written that the Allies' acquisition of Koga's Zero was "no less serious than the Japanese defeat at Midway and did much to hasten our final defeat." If that doesn't convince you, ask Ken Walsh.

Jim Rearden, a forty-seven-year resident of Alaska, is the author of fourteen books and more than five hundred magazine articles, mostly about Alaska. Among his books is *Koga's Zero: The Fighter That Changed World War II*, which can be purchased for \$12.95 plus \$4.00 for postage and handling from Pictorial Histories Publishing Company, 713 South Third Street West, Missoula, MT 59801.

INSIDE THE ZERO

THE ZERO WAS JAPAN'S MAIN FIGHTER PLANE THROUGHOUT WORLD War II. By war's end about 11,500 Zeros had been produced in five main variants. In March 1939, when the prototype Zero was rolled out, Japan was in some ways still so backward that the plane had to be hauled by oxcart from the Mitsubishi factory twenty-nine miles to the airfield where it flew. It represented a great leap in technology.

At the start of World War II, some countries' fighters were opencockpit, fabric-covered biplanes. A low-wing all-metal monoplane carrier fighter, predecessor to the Zero, had been adopted by the Japanese in the mid-1930s, while the U.S. Navy's standard fighter was still a biplane. But the world took little notice of Japan's advanced military aircraft, so the Zero came as a great shock to Americans at Pearl Harbor and afterward.

A COMBINATION OF nimbleness and simplicity gave it fighting qualities that no Allied plane could match. Lightness, simplicity, ease of maintenance, sensitivity to controls, and extreme maneuverability were the main elements that the designer Jiro Horikoshi built into the Zero. The Model flown by Koga weighed 5,500 pounds, including fuel, ammunition, and pilot, while U.S. fighters weighed 7,500 pounds and up. Early models had no protective armor or self-sealing fuel tanks, although these were standard features on U.S. fighters.

Despite its large-diameter 940-hp radial engine, the Zero had one of the slimmest silhouettes of any World War II fighter. The maximum speed of Koga's Zero was 326 mph at 16,000 feet, not especially fast for a 1942 fighter. But high speed wasn't the reason for the Zero's great combat record. Agility

was. Its' large ailerons gave it great maneuverability at low speeds. It could even outmaneuver the famed British Spitfire. Advanced U.S. fighters produced toward the war's end still couldn't turn with the Zero, but they were faster and could outclimb and outdive it.

Without self-sealing fuel tanks, the Zero was easily flamed when hit in any of its three wing and fuselage tanks or its droppable belly tank. And without protective armor, its pilot was vulnerable.

In 1941 the Zero's range of 1,675 nautical miles (1,930 statute miles) was one of the wonders of the aviation world. No other fighter plane had ever routinely flown such a distance. Saburo Sakai, Japan's highest-scoring surviving World War II ace, with sixty-four kills, believes that if the Zero had not been developed, Japan "would not have decided to start the war." Other Japanese authorities echo this opinion, and the confidence it reflects was not, in the beginning at least, misplaced.

Today the Zero is one of the rarest of all major fighter planes of World War II. Only sixteen complete and assembled examples are known to exist. Of these, only two are flyable: one owned by Planes of Fame, in Chino, California, and the other by the Confederate Air Force, in Midland, Texas.

J.R.

Political (food for thought):

From: [penny brock](#)

Date: 11/4/2010 7:52:52 PM

To: [Penny Brock](#)

Subject: Fw: Reno Republican Election Party with friends Colleen and Nellie

Just for fun....

Thought you'd like to see the pictures from the Election watch party I attended. Will also see picture of Sharron and Ted Angle, and newly elected state senator Don Gustavon and re-elected county commissioner Bonnie Weber. Don and Bonnie are long time friends.

Enjoy!

pb

You have been sent a Photo Link from Colleen as a courtesy of "www.rgj.com".

Gallery Title:

Republican Election Party

To view the contents on "www.rgj.com", go to and click on:

<http://www.rgj.com/apps/pbcs.dll/gallery?Avis=J7&Dato=20101103&Kategori=NEWS&Lopenr=11030806&Ref=PH&Item=10>

Message:
Here is your picture!

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

From: [richard hinkley](#)

Date: 7/7/2010 11:00:20 AM

To: [Mark Sztanyo](#)

Subject: pilots

Flying Information/ Just A Quick Review

Both optimists and pessimists contribute to society. The optimist invents the airplane, the pessimist, the parachute.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Death is just nature's way of telling you to watch your airspeed.

Real planes use only a single stick to fly. This is why bulldozers & helicopters - - in that order - - need two.

There are only three things the copilot should ever say:

- 1. Nice landing, Sir.**
- 2. I'll buy the first round.**
- 3. I'll take the fat one.**

As a pilot only two bad things can happen to you and one of them will be:

- a. One day you will walk out to the aircraft knowing that it is your last flight.**
- b. One day you will walk out to the aircraft not knowing that it is your last flight.**

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.**
- b. If you deviate from a rule, it must be a flawless performance (e.g, If you fly under a bridge, don't hit the bridge.).**

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

Before each flight, make sure that your bladder is empty and your fuel tanks are full!

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living.

**"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs."
President, DELTA Airlines**

In the Alaska bush I'd rather have a two-hour bladder and three hours of gas than vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying aircraft.

An old pilot is one who can remember when flying was dangerous and sex was safe.

Airlines have really changed; now a flight attendant can get a pilot pregnant.

I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful.

They invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

New FAA Motto: We're not happy 'til you're not happy.

+++++

Thanks Jim:



THE CHIEF

The Navy Chief noticed a new seaman and barked at him, "Get over here! What's your name sailor?"

"John," the new seaman replied.

"Look, I don't know what kind of bleeding-heart pansy crap they're teaching sailors in boot camp these days, but I don't call anyone by his first name," the chief scowled. "It breeds familiarity, and that leads to a breakdown in authority.

I refer to my sailors by their last names only: Smith, Jones, Baker, whatever. And you are to refer to me as 'Chief'. Do I make myself clear?"

"Aye, Aye Chief!"

"Now that we've got that straight, what's your last name?"

The seaman sighed. "Darling, My name is John Darling, Chief."

"Okay, John, here's what I want you to do"

Mark

Mark Sztanyo, PCN Dir & HL Editor

[Pilot Communication Net](#) from Aug 2009

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