

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!

Above shot of Mt Hood on PDX departure.

Dear PCN (of over 2500 subscribing members),

Group Section.....

Mark's Remarks:

Showcase Carol Ann Faulkner: (Please sign a thank you!)

One of the important services that the PCN provides our group are notices about a pilot friend who has made the final flight west. These death notices are a huge responsibility and are not easy to compile. Many times we get a brief word that "Capt XYZ has passed and that is all I have at this time." From that, Carol begins her work and compiles the information for a proper notice. I can tell you a couple of things. Carol does a great job, and for her it is a labor of love. I know that many of you have thanked her in the past but I am asking you to send a word of thanks as a group via an online group card that I created. Comment and sign this link much the same way you would a guest book. (I recommend that you don't select any other features before you submit your comments and name). Thanks for sending your appreciation: <http://www.groupcard.com/c/p2ZdyAL840I>
Note: in some browsers this page may have trouble loading. It should work with most. Also located at Pcn Pilotcommunicationnet facebook page.

A hug for my wife:

Gayle Hupcik was the wife of a long time friend of mine and a wonderful gracious gal. At 59, cancer took her life. Upon return from the funeral and noticing the hole that she left in that community, I gave my wife a hug. It is worth counting your blessings from time to time.

PCN Ads – still on the blink. Repairs are under construction!

Articles sent for the High Life: Just a quick reminder, I often times get forwards that have already been run in the HL or simply do not make the “cut”. Because we archive our issues I try my best not to run items twice. I also get a number of articles that don’t make the editors choice list. Nothing personal. Keep ‘em coming and you will get your day.

Neat Hubble Images:

You probably have seen these before but I recently visited the AF Museum and saw a fascinating movie about the Hubble telescope. The images that it is seeing and showing us are simply fabulous. There is an online site that has a collection of its images and to tell the truth are mind blowing. Stop by and spend a little time checking out the fruits of this incredible tool.

<http://hubblesite.org/gallery/album/>

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PCN Ads – up and running!

For all of you who have an item, service or offer to promote Ad packages as follows:

- FREE listings** - \$0 for 45 days.
Jobs offered, jobs wanted, Pets, items Wanted. Runs 45 days, includes images.
- Basic Listing** - \$5 for 60 days with multiple images.
- Silver** - \$10 for 120 days with multiple images.
- Gold** - \$25 for one year with multiple images.
- Platinum** - \$50 for 3 years with multiple images.

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; just register and submit and get your item, thing wanted, service or house, posted. Its just that easy!

PCN Ads

Note: PCN Ads was developed to give our group and outlet to advertise in front of our exclusive and numerous members along with searchable on the www, and by so doing keeps our newsletter free from any profit or commercial link.

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Tools for our members:

PCN Main Website: <http://pcn.homestead.com/home01.html>
PCN Google Group archives: <http://groups.google.com/group/PilotCommunicationNet>
PCN Ads – <http://pilotcommunication.net/Ads/>
PCN Tool Bar (for IE browser) - <http://pcntools.ourtoolbar.com/>
PCN Calendar - <http://pcn.homestead.com/Calendar.html>
PCN specific emails: misc@pilotcommunication.net
pcn.calendar@gmail.com
signup@pilotcommunication.net
illness@pilotcommunication.net
death@pilotcommunication.net
ads@pilotcommunication.net
mark@pilotcommunication.net

News Section.....

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

Is Delta's Stock Actually Cheap?

<http://www.fool.com/investing/general/2011/08/13/is-deltas-stock-actually-cheap.aspx>

Anand Chokkavelu, CFA
August 13, 2011

Numbers can lie -- yet they're the best first step in determining whether a stock is a buy. In this series, we use some carefully chosen metrics to size up a stock's true value based on the following clues:

- The current price multiples.
- The consistency of past earnings and cash flow.
- The amount of growth we can expect.

Let's see what those numbers can tell us about how expensive or cheap **Delta Air Lines** (NYSE: [DAL](#)) might be.

Read More: <http://www.fool.com/investing/general/2011/08/13/is-deltas-stock-actually-cheap.aspx>

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

Boeing's Big Week

<http://www.fool.com/investing/general/2011/08/12/boeings-big-week.aspx>

Rich Smith (TMF Ditty)
August 12, 2011

Big news for **Boeing** (NYSE: [BA](#)) investors: On Thursday, the airplane builder announced that it has booked 17 new orders for its 777 jumbo jet. Customers Cathay Pacific and an entity to be revealed later are queuing up to lay out \$5.3 billion (at list prices) for Boeing's jets.

Hooray?

According to Boeing, the company now has a backlog that stretches 293 777s long. To deal with the rising demand for the 777 ([and not just the 777](#)), Boeing is ramping production. The 777 in particular, which Boeing built at the rate of five planes per month at the start of the year, will rise to as many as 8.3 planes per month by early 2013. [Backlog is a nice problem to have](#).

You'd think that would be *the* big news at Boeing this week. Even assuming sizeable discounts from list price (and Cathay confirms that it got "a significant discount"), this is a big order -- but it's not Boeing's biggest news. Not by a long shot.

Read more: <http://www.fool.com/investing/general/2011/08/12/boeings-big-week.aspx>

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Asia Group Takes American Airlines Stake

Ted Reed
08/12/11 - 06:07 PM EDT

DALLAS [TheStreet](#)) -- A Hong Kong-based conglomerate has purchased 7.3% of the outstanding common shares of **American Airlines** ([AMR](#)).

In a **Securities and Exchange Commission** filing on Aug. 11, various subsidiaries of the Hong Leong/Guoco Group disclosed the purchase of 24.4 million shares of the carrier.

Guoco Group Ltd., traded on the Hong Kong Stock Exchange, is an investment company that, according to its website, has "the vision of achieving long term sustainable returns for its shareholders and creating prime capital value."

The firm's subsidiaries and investments are principally located in Hong Kong, China, Singapore, Malaysia, Vietnam and the United Kingdom. Its four core businesses involve principal investment, property holding, hospitality and leisure and financial services.

The group recently purchased a 41% controlling interest in Rank Group, a London casino operator.

Read more: http://www.thestreet.com/_yahoo/story/11219644/1/asia-group-takes-american-airlines-stake.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA

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American Pressures Eagle for Better Rates Before Spinoff

By Mary Schlangenstein - Aug 11, 2011

[AMR Corp. \(AMR\)](#)'s [American Airlines](#) is already pressuring American Eagle to offer cheaper rates for regional flights, even before the smaller carrier's planned spinoff later this year.

Some of Eagle's 66-seat turboprop aircraft could be pulled by [Fort Worth](#), Texas-based American and contracted to other regional airlines as early as 2012 under proposed divestiture terms set out in a U.S. regulatory filing today.

"The time is now," Eagle Chief Executive Officer Dan Garton said today in an interview. "We need to get in a position to bid competitively quickly."

The Eagle spinoff is part of an effort to trim operating costs at American, the third-largest U.S. airline, and help stem three consecutive annual losses at AMR. The accord also may allow for expansion at Eagle, where growth has been constrained by flying limits set in American's contract with its pilots.

Read more: <http://www.bloomberg.com/news/2011-08-11/american-eagle-may-have-9-year-flight-deal-after-spinoff-1-.html?cmpid=yhoo>

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 – distributed at or around Mar 23, 2011.
4. Class Action suit against DAL concerning 5 yr look-back worth in excess of \$100 million - *withdrawn*
5. Final Benefit Determination Letters (BDL's) PBGC re-calc "determination" of qualified annuity (likely after claim stock sale) – *in process until end of year (only 45 days to appeal)* **Appeal extensions generally granted in Nov 2010 now extended by our law firm for all to: revised to Feb 18, 2011 Now Mar 18, 2011, April 29, 2011, July 29, 2011, Aug 29, 2011**
6. Pension reinstatement/contribution request by DP3 representing the retired pilots. *very long shot....pending*
7. Roth IRA creation as per Worker, Retiree, and Employer Recovery Act of 2008 – deadline June 22nd, 2009
8. Expiration of HCTC 80% premium subsidy will expire on December 31, 2010. *Action has continued 80% for Jan & Feb. Action expired and subsidy effective Mar 2011 is now 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 – VEBA has been created and in effect.

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

The Insurance Trust for Delta Retirees has expanded eligibility. Please see this following contents of their recent flyer:

From: Yorkieat@aol.com

Date: 8/13/2011 9:39:22 PM

To: misc@pilotcommunication.net

Subject: Trust

**The Insurance Trust for Delta Retirees wants to confirm:
Who is Eligible to Enroll in the Trust's Benefit Plans?
Eligibility was expanded in 2011.**

Now Eligible are: Age 65 or over retirees, spouses, or survivors, of:

Originally Eligible:

- Delta Air Lines, Inc. ("Delta");

Expanded to:

- Delta subsidiaries; or,
- Any entity and its subsidiaries acquired by, or merged with Delta where Delta is the surviving entity, who were retired prior to the effective date of the merger or acquisition. This includes pre-merger Northwest and Republic Retirees.

Important Notes:

If you are a pre-merger Northwest or Republic retiree or other retiree of the “Expanded” class, and wish to receive a Trust Enrollment package, please:

1. Call 1-877-325-7265 and select option 1 for a Marsh Retiree Service Center Representative.
2. Tell the customer service representative that you are a pre-merger Northwest or Republic retiree or other retiree of the “Expanded” class and wish to have an enrollment package mailed to you.
3. All pre-merger Northwest or Republic retirees and other retirees of the “Expanded” class are eligible to participate in the Trust plans, but are not eligible for a Delta subsidy.
4. If you feel you have received different information from Marsh at Option 1, please ask the customer service representative to conference in a Personal Health Advocate (Option 2 at the same number). The Personal Health Advocate will assist you from there.

Pension:

DP3 Chairman's Update

August 14, 2011

Your DP3 trustees held their July meeting on July 20, 2011. [Click here for the meeting minutes.](#)

PBGC Appeal Status

Most of this meeting was devoted to updates from our attorneys who continue to develop the items for our PBGC administrative appeal. As a reminder, this appeal is an internal process within the bureaucracy of the PBGC, but we are required to exhaust our right to appeal before we can file a case in federal court. If we are unsuccessful at the appeal level, the arguments developed for the appeal will form the basis for a potential federal court case.

Unfortunately, the PBGC recently informed our law firm that the agency is going to miss another internal deadline to provide us with information we requested under the Freedom of Information Act. The PBGC has advised us that the agency has hired additional staffers to ensure that they can provide us with the FOIA information in time for a revised appeal date of October 28, 2011.

Membership Involvement and Support : We need your help!

In last month's update, I provided you with a link to the NRLN's CAPWIZ system and asked you to send messages in support of an extension of the Health Coverage Tax Credit (HCTC), a program of great importance to our younger retirees who are not yet eligible for MEDICARE. Unfortunately, only a small percentage of DP3 members responded to our request for letters of support. I would like to remind you that there are nine DP3 trustees volunteering nearly full -time in an effort to restore our lost benefits. We would not ask you to help us through projects such as the NRLN

CAPWIZ effort if we did not need your support. Please help us help you: respond to future requests for member action!

NLRN Fly-In

In September, the DP3 trustees will meet in Atlanta with our legal team to discuss and approve our formal PBGC appeal. Following this meeting, several trustees will travel to Washington, D.C. to participate in the NRLN's annual Fly-In supporting the NRLN legislative agenda, including our proposal for PBGC reforms. If any DP3 Honor Roll member would like to participate in the Fly-In, please let us know.

Stay tuned for an important announcement within the next few days regarding the DP3 web site. As always, thank you for your continued support.

Thanks again for your support.

Will Buergey

Will Buergey
Chairman, DP3

Our fax numbers are 888-505-1242 & 678-493-8616

Our document submission email address is documents@dp3.org

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DP3 Has A New Mailing Address

August 12, 2011

As a consequence of the recent Trustee Election and Trustee Officer changes, we have changed our permanent mailing address for all DP3 Postal Mail. Effective immediately, please send any mail for DP3 to the following address:

DP3, Inc.
8014 Cumming Hwy
Ste 403-333
Canton, GA 30115

We will soon be updating the membership (via email) about recent DP3 work. While it may seem like not much has been going on this summer, your trustees have **remained very busy behind the scenes while we wait for PBGC to comply with the last FOIA requests our attorneys need in order to put the finishing touches on our consolidated appeal. We are now looking forward to presenting our arguments to the PBGC administrative appeals board on October 28.**

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):

The following is a totally subjective opinion by Dick Garvey, who is a member. It is included here because you may find it of interest.

From: [Dick Garvey](#)

Date: 8/9/2011 1:43:50 PM

To:

Subject: Monday, August 8, 2011

Y'all need to understand one thing: I have no crystal ball. So what I say about the US debt downgrade may be right or wrong. I hope it's logical, at least.

Timing was impeccable, after all markets were closed & everyone was trapped, after Europe had begun disintegrating earlier in the week, after the Dow had dropped 500+ points. It appeared that S&P INTENDED to push the crisis over the cliff.

Doesn't really change much, as US government hasn't been creditworthy for some time, but in the America where we elect actors to the presidency, etc., appearance is everything. Thus the debt downgrade has accelerated the decline of confidence and, ultimately of the US dollar.

In the event stocks were hurt worse than anything. US Treasury debt was up across the board, perhaps benefiting from money fleeing stocks, but up nonetheless. Stocks stepped into a bottomless well. Gold jumped an understated \$61.40 [sic], & silver couldn't decide whether to rise or fall so finally rose 117.7c.

Most earnest lesson to draw from the sneak-attack debt downgrade is YOU MUST BE POSITIONED BEFORE A CRISIS. Fiddling around trying to buy silver or gold 5% cheaper or sell stocks 5% dearer or eke a little more out of real estate is fatal. Liquidity is everything, & in a crisis, it's more.

And maybe it's just my suspicious nature speaking, but this timing was too perfect to be co-incidental. Someone big, bigger than the NGM, wants to push the world economy into a panic. Surely they have nothing good for you and me on their agenda.

Or let us act like bank-trained economists: surely major inequities lurk yet upon bank, corporate, & government balance sheets and as they are discovered much more economic turmoil will follow.

Or, let me give you the Tennessee rule for avoiding bar-fights: LEAVE THE BAR BEFORE THE FIGHT BEGINS.

I suppose the Nice Government Men around the world, certainly those who work for central banks, have since last Friday evening been feeling like they were flossing their teeth with barbed wire: stem the tide of euro-selling, turn aside the flood into the dollar, keep the yen out of it. I would feel sorry for them if they were really nice, but truth is, if you work in a sewer, you have no right to complain about your bill for cologne.

US DOLLAR INDEX chart makes little sense, rising from 73.85 on Wednesday to 75.40 on Thursday, dropping right back down to 74 on Monday morning, then rising back to 75. Trading now at 74.86, up 45.8 basis points or 0.59%. Dollar index today closed above its 20 dma (74.61) but traded in a net range from 74 to 75 (NGM like round numbers), therefore no great change. But when you parse that with the euro down 0.82% at 1.4173, you get the feeling the euro is very sick. Once it breaks 1.3950 it will want to slide for 1.2000, & won't mind sliding square over the NGM & parting their hair. In the Land of the Rising Sun the NGM had sliced their Yen to ribbons, but the ribbons came back to life today and gapped up to 129c/Y100 (Y77.52/\$). Lots of scared money racing around the world looking for a home. Dollar will keep on trying to rise. Investors seem to believe it's better to take your chances with the AA+ US government & its dollar than stocks.

Stocks continued plunging over the cataract that began about 1 August. Dow today closed on its low at 10,809.85, down a staggering 634.76 points or 5.55%. S&P500 bettered (or is that "worsed"?) that with a 79.92 point drop, down 6.66% to 1,119.46. I'm beginning to believe that I really WASN'T seeing apparitions when I kept on warning about that broadening top in stocks. My 10,700 Dow target doesn't seem so silly now.

I warned a few days ago that the Dow in Gold Dollars (DiG\$) was breaking down, sending stocks lower against gold. From G\$157.10 (7.6 oz) eight days ago, the Dow has now reached G\$130.03 (6.29 oz).

Stocks: the perfect picture of how profitable & strategically wise a partnership with the US government really is.

GOLD broke above its upper trading channel line today by 1.8%. What meaneth this portent? It could mean nothing, could be a simple throwover caused by momentary enthusiasm, then fade and drop.

OR, it could signal a much higher move. How much higher? When a market trades over an upper

trading channel line, you can double the channel, like flipping the channel over so that the bottom line is over the top. If the channel is 100 points wide and breaks out, just add 100 points above that to draw the new channel line. Right now that channel is about 170 points wide, so add that to, say, \$1,680 & you get something like \$1,850. Point & figure target is about 2090. I hasten to add that those are not predictions, just numbers that say something about expectations.

If the panic isn't reined in within a couple of days, then gold will simply keep on rising. Limits here are plain: a close below \$1,675 turns gold down. Two more days' higher closes above today's \$1,710.20) mean gold has launched another rally.

I hate to chase markets, but I have been buying gold here. Long term even if that proves a timing mistake, it won't make much difference as gold will double or triple from here at least.

SILVER has not yet proved it will tag along with gold, even though a 117.7c rise today to 3937.4c suggests it wants to. However, today's high at 4029c doesn't even recover half the ground silver lost from Thursday's 4224c high to Friday's 3749c low. Chart might be pointing at higher prices since today's 3843c low floated so far about Friday's 3750c low. However, silver must first beat 4000c without any excuses, then speed up toward 4200c and crash that. Otherwise, we have to expect that silver will follow the direction if not the size of stocks' fall.

Above all, silver must hang on above 3750c.

Gold/silver ratio rose today to 43.434, not far from the reaction high at 44.8. The ratio is widening out, which whispers silver will not join gold for the ride.

Crisis will worsen. Gold will rise. Silver is wavering, drawn to the downside as scared money piles into gold.

Remember that in crises that central banks & their governments have only two weapons: Liquidity & Blarney. They will be vigorously shooting those two cannon in the next few days. Little Timmy Geithner, Bernard O'Bama, Ben the Bernancubus & all the rest will be trotted out to remind you how sound the economy is & how wonderful stocks are. Right, and if frogs had wings they wouldn't bump their little butts when they jump.

On 8 August 1896 was born Marjorie Kinnan Rawlings, in Washington, DC. She graduated from the U. of Wisconsin in 1918 then moved 10 years later to the north Florida backwoods and wrote novels as if she were one of them. Who could forget The Yearling, or South Moon Under?

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

From: Yorkieatl@aol.com

Date: 8/12/2011 3:24:21 PM

To: yorkieatl@aol.com

Subject: EMERGENCY TRAVEL INFO

EMERGENCY TRAVEL

December 22, 2010 per DeltaNet

Emergency S1A Flight Days—S1A is a high priority that is used for instances of a life crisis such as death of a family member or extreme circumstance that warrants travel at a higher boarding priority.

Qualifying Conditions

- * In the event of the death of a qualifying family member
- * Hospitalization of a family member listed below due to grave illness or accident with an impending threat of death
- * In the event of a life crisis or extreme circumstance that warrants S1A priority at the discretion of the local mgr; scheduled surgery does NOT qualify for emergency S1A use
- * Nondependent children and Travel Companions **MUST** pay yield fare for S1A emergency travel
- * Emergency S1A flight days are to be used for immediate travel only and are for unexpected, serious life-threatening situations requiring prompt action

Emergency travel may be authorized for anyone listed and active (no XX next to pass rider name) in the Primary Pass Rider Record (PPR) if the emergency involves one of the following family members:

- * Employee
- * Employee's spouse/domestic partner/same sex partner
- * Employee's child or spouse of child
- * Employee's parents or step parents
- * Employee's spouse's/domestic partner's/same sex spouse's parents or stepparents
- * Employee's sister/brother
- * Employee's spouse/domestic partner/same sex spouse's sister/brother
- * Employee's grandchildren / great grandchildren
- * Employee's grandparents / great grandparents
- * Employee's spouse/domestic partner/same sex spouse's grandparents / great grandparents
- * Employee's stepchildren
- * Employee's stepbrother/stepsister

EMERGENCY TRAVEL PROCEDURES

Active and Inactive Employees

- * The employee should notify his/her mgr at the earliest convenience that an emergency has occurred and obtain approval to travel using an Emergency S1A flight day
- * Emergency travel may be authorized as one way or round trip
- * When checking in at the airport or kiosk, the pass rider indicates that he/she is using an Emergency S1A boarding classification

* Unapproved travel may result in a penalty of \$150 per domestic flight day and \$300 per transoceanic flight day, suspension of pass privileges and/or administrative action up to and including termination

* Managers receive a monthly report which lists all Emergency S1A travel taken by individuals within the manager's department

* Managers review the list and report any unapproved travel to the Employee Service Center 951/ATG

Retirees

* Retirees should notify the Employee Service Center (ESC) immediately of their intention to use an authorized Emergency S1A boarding priority. Please send an email to: passtravel@delta.com (**preferred**) or 1-800-MY DELTA.

If after hours for the ESC, notification should be made as soon as possible or at the retiree's earliest convenience; please include the following info:

* Name of passenger

* Origin and Destination city

* Dates of travel (to and from origin and destination)

* Nature of emergency and retiree's relationship to the individual that is critically ill or deceased

Life Section...

Misc Posts:

From: [Bill and Ginny Gallagher](#)

Date: 8/13/2011 8:14:09 PM

To: [Mark Sztanyo](#)

Subject: Re: PCN - Update/obituary: Capt. Walter Meyers

Mark,

Walt and five of us "Carrier Qual" in the same flight of T 28s back in 1965. He was a good guy. Thanks for sending this info.

You do a great job with our news letter.

Editor: I included Bill's email for a specific purpose. We have been getting a lot of death notices and it is sometimes easy to misplace or lose one that we intended to keep. Our notices are all archived at <http://groups.google.com/group/PilotCommunicationNet/topics> . If you need any notice re-sent to you we can sometimes help in that way as well.

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From: redubya@netzero.net
Date: 8/3/2011 10:21:10 PM
To: misc@pilotcommunication.net
Subject: TWA vs American Airlines

Mark,

I read with interest your article on TWA vs Allied Pilots and how the seniority list was put together. Unfortunately there never is a smooth transition.

However, it might be of some interest to your readers to revisit the TWA takeover of Ozark and how those two lists were put together.

Is it the contention of the TWA pilots that their Ozark list was proper but their American list was not? I remember how that Ozark deal went down. Perhaps someone could explain the difference in methodology.

R. Wolken

Delta Retired MD-11, 1996

Human Interest:

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

From: [Ron Kolb](#)
Date: 8/11/2011 6:04:06 PM
To: mark@pilotcommunication.net
Cc: [Ron Kolb](#)

Subject: Good read for your next issue.

Hello Mark. The following came to my attention today and I think your readers will enjoy it.

Thanks, Ron Kolb, retired 1996, L1011, 767

<http://www.kevinmd.com/blog/2010/10/doctor-board-ring-call-button.html>

Editor: Ron, on a recent flight we had a diabetic coma in progress in the back while I was riding as a passenger. The crew put out the call for help and a retired nurse answered the call and worked her magic. It is true service when we help others in their time of need.

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Hi Bob,
Got my author's web page updated with your books. Hope that helps promote them.
<http://pcn.homestead.com/Authors.html>
Mark

From: [Harrison Books](#)

Date: 7/19/2011 8:43:53 AM

To: [Mark Sztanyo](#)

Subject: Re: On authors page

Mark, you provide a wonderful service and we all appreciate you. If the books do well, I'll send you a new Mercedes. (With a widget on it) Thank you.

Harrison Jones

Author

<http://www.harrisonjones.org>

Editor: I included Harrison's reply for a chuckle and a plea to please buy his books, I've never had a Mercedes, but may I ask for you to please hold the widget! 😊

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

This is the PCN Calendar designed for you to publish your 2011 event dates. Please send them in to Kim.

Click here for our PCN [Calendar](#).

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

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

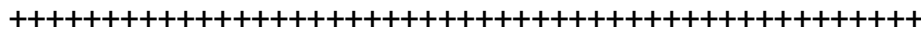
If you have something you represent that has a commercial interest, place it in the new service of [PCN Ads](#). Designed especially for our group but available to the industry. Registration is free and so are some ads. The rest start as low as \$5. Enter you promo in [PCN Ads](#).



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

From: [dave wall](#)
Date: 8/13/2011 12:27:45 AM
Subject: Jet Man

Dang.....I knew I was wasting my money on the wrong toys!
<http://www.youtube.com/v/WgdIE2t8QkM>



From: [Denny](#)
Date: 8/4/2011 6:03:28 PM
To: [Mark Sztanyo](#)
Subject: Eastern Memories

Mark--Here is a great 48 minute movie--it is a 1953 propaganda movie about Eastern Air Lines. A "Super Connie" is flown from Idlewild to Miami by Arthur Godfrey. Godfrey was a Navy pilot and an honorary Eastern Captain. Even has time to smoke a cigarette after takeoff (remember those days). Of course, a full meal is served by the cabin staff. This is flying "in the good old days" and a few "seniors" will remember this. The second half of the movie is about flying the T-33 with Arthur in the backseat. Movie ends with an interview with Capt Eddie Rickenbacher. Sit back and relax and enjoy the ride!!!
Denny Zollweg
Retired- Dec 2002

[Click here: YouTube - Flying with Arthur Godfrey 1953 Vintage Aviation Film Eastern Air Li](#)

Political (food for thought):

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

From: [Brian E](#)

Date: 8/12/2011 4:52:30 PM

To:

Subject: Flying man vs flying dog. See the videos!!!!

You may have seen the first video but u need to catch a glimpse of it before u see the second one!

http://www.youtube.com/watch?v=voB6WiP83NU&feature=youtube_gdata_player

Now see his dog in action:

<http://m.wimp.com/dogparkour/>

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From: [dennis grabow](#)

Date: 8/10/2011 1:01:08 PM

Subject: High Speed Bullet Video

Very intriguing photography at 1 mill fps:

<http://www.youtube.com/watch?v=QfDoQwIAaXg>

Mark

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

[Pilot Communication Net](#) from Aug 2009

[Contact the Net](#)

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

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

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Delta Pilots Pension Preservation Organization - <http://www.dp3.org>
Delta Museum & Fly-in information - <http://www.deltamuseum.org>
Delta Pioneers - <http://www.deltapioneersinc.com/>
Delta Golden Wings - <http://www.deltagoldenwings.com/>

Delta Retiree Connection - <http://www.dlretiree.info>
Delta Retirement Committee - <http://www.dalrc.org/>
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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