

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 TRW captured over the Mid West somewhere!

Dear PCN (of over 2500 subscribers),

Mark's Remarks

Personal Statements inside death or illness posts:

Recently I published an illness notice that carried with it a personal statement that brought about a reaction.

From: melissasibold@aol.com

Date: 8/24/2011 10:40:24 AM

To: illness@pilotcommunication.net

I really think that W.R. La Liberte having to let all of us know what Shan Gause & Harry Alger did to him is uncalled for. Why exactly was that brought up while reading about Dennis Dolan being ill?? Not the place for this. Melissa Sibold

Couple of things: I agree with Melissa that notices are not the place for that kind of thing. However, I do not edit posts. They are either allowed or rejected in their entirety. A death or illness notice is an important message to get out to our group. So I appeal to everyone in the group. Please, refrain when you send on the facts of an illness or death from adding personal statements. "Just the facts maam!" please. Thanks.

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Why David L Roberts is smiling:

Why is the creator and founder of this net smiling? Well, everytime I happen to slip and slide and step in it (*and Lord knows I do*), he just rocks back and smiles. Since this whipper-snapper took over, there has

admittedly been a bump or too. Since being relieved from the kitchen, he is not getting the heat anymore. Ahhhhh, if only! One day I will enjoy assuming that more placid role.

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Why is the 1st floor labeled the 2nd floor in European hotels?

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Years later and a few pounds heavier.....back at it. Layover in Naples, Italy.



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PCN Ads ~~up and running!~~

Temporary service suspension awaiting repair!

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/> *Updates temporarily suspended*

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

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

PCN specific emails: misc@pilotcommunication.net

pcn.calendar@gmail.com

signup@pilotcommunication.net

illness@pilotcommunication.net

death@pilotcommunication.net

ads@pilotcommunication.net

mark@pilotcommunication.net

News Section.....

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

Delta Said to Wait on Small Jets as Boeing 737 Order Signed

By Mary Jane Credeur -Aug 25, 2011 10:11 AM ETThu Aug 25 14:11:43 GMT 2011

[Delta Air Lines Inc. \(DAL\)](#) agreed to buy 100 [Boeing Co. \(BA\)](#) 737 single-aisle jets with a catalog value of \$8.5 billion as the carrier postponed plans to buy another 100 smaller jets from [Embraer SA \(EMBR3\)](#) or Bombardier Inc.

Deliveries of the 180-seat Boeing 737-900ER jets will begin in 2013, Atlanta-based Delta said today in a statement. Separate talks with Embraer and Bombardier have been delayed until at least 2012, a person familiar with the matter said yesterday.

Winning the Delta deal is a boost for Boeing after losing its exclusive ties to [American Airlines](#) last month when that carrier split a 460-plane order between Chicago-based Boeing and Airbus SAS. Delta had flown only Boeings until adding hundreds of planes from Toulouse, France-based Airbus when it bought [Northwest Airlines](#) in 2008.

Read more: <http://www.bloomberg.com/news/2011-08-25/delta-orders-100-boeing-737-jets-valued-at-8-5-billion.html?cmpid=yahoo>

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

U.S. Airline Flight Cancellations Top 10,300 as Irene Sweeps Into New York

By Mary Schlangenstein and Mary Jane Credeur - Aug 28, 2011 1:42 PM ET

U.S. carriers including [United Continental Holdings Inc. \(UAL\)](#) and [Delta Air Lines Inc. \(DAL\)](#) scrubbed more than 10,300 flights as tropical storm Irene made landfall in New York City, shuttering airports in the nation's busiest travel market.

United, Delta and [American Airlines](#), the three largest carriers in the U.S., halted all New York City-area flights today. Delta said it would resume flights in New York and Boston tomorrow around noon, and [JetBlue Airways Corp. \(JBLU\)](#) is aiming for a 3:30 p.m. resumption. Other carriers were assessing plans.

Irene weakened from a hurricane to a tropical storm as it swept through Long Island and Manhattan with winds of 65 miles an hour (105 kilometers), according to the National Weather Service.

Read more: <http://www.bloomberg.com/news/2011-08-28/flight-cancellations-in-u-s-resulting-from-hurricane-irene-exceed-10-300.html?cmpid=yahoo>

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Boeing 787 certified for passengers; flights begin next month

Denver Business Journal - by Mark Harden

Date: Saturday, August 27, 2011, 10:16am MDT - Last Modified: Saturday, August 27, 2011, 10:18am MDT

The much-delayed Boeing 787 Dreamliner -- the jet that may one day fly directly from Denver to Asia -- has been certified to carry passengers by U.S. and European regulators, more than three years after its original delivery date. A ceremony was held Friday at the Boeing assembly plant in Everett, Wash., to mark receipt of the new jet's final approval from the U.S. Federal Aviation Administration and the European Aviation Safety Agency. Delivery of a passenger-ready version of the Dreamliner was delayed because of design and production problems.

> [PHOTO GALLERY: Click here to see pictures of the 787.](#)

Read more: <http://www.bizjournals.com/denver/news/2011/08/27/boeing-787-certified-for-passengers.html?ana=yfcpc>

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

Thanks Jean for the following:

From: "Jean Cinotto" <jeancinotto@sbcglobal.net>

Date: Aug 24, 2011 5:56 PM

Subject: SS withholding

To: "Mark Sztanyo" <marksztanyo@gmail.com>

Mark,

Retired pilots may find the following article interesting. It's an update on the Gadsden, AL police chief that had SS unjustly withheld along with a number of other policemen.

Jean Marie Cinotto

BY LISA ROGERS

Gadsden Times Staff Writer

Published: Tuesday, August 23, 2011 at 6:57 p.m.

Last Modified: Tuesday, August 23, 2011 at 6:58 p.m.

Gadsden Police Chief Richard Crouch will retire Oct. 1 as part of an agreement in a lawsuit with the city of Gadsden. Crouch was one of eight police officers who had Social Security taxes mistakenly withheld from their paychecks and in 2006 filed a lawsuit against the city.

All the officers except Crouch previously settled with the city.

A trial in April on Crouch's case ended in mistrial by Etowah County Circuit Judge Allen Millican after someone not on the jury approached a member of the jury and began talking about the case. The contact was reported to Millican, who stopped the trial.

Another trial was scheduled for Oct. 24.

As part of the settlement, Crouch agreed to release the city of further liability, accept \$175,000 and to retire on Oct. 1. According to the settlement, he must remove all his personal effects, resign and vacate city premises no later than Sept. 30 and never apply for or accept employment with the city in the future.

The settlement also states the city of Gadsden is not admitting liability and insists that it did nothing wrong.

The City Council on Tuesday voted unanimously to approve the final settlement.

Crouch and the other officers filed the lawsuit after the city did not return the money that was mistakenly withheld.

Some of those who had the Social Security taxes withheld were reimbursed.

For years, some Gadsden police officers and firefighters had Social Security taxes withheld from their paychecks. It affected those who were older than 35 when they first were employed and ineligible for participation in the city of Gadsden's Policemen's and Firemen's Retirement Fund.

It was believed they could automatically be placed on the state retirement system.

The Social Security Administration advised the city to stop withholding the funds, and it did so in November 2005.

However, the employees affected learned that taxes paid before 2002 could not be refunded.

The Social Security Administration said the taxes should not have been taken out to begin with.

The city had withheld a portion of each person's compensation and paid that amount to the Internal Revenue Service under the Federal Insurance Contribution Act for eligibility for the old age, disability and survivorship benefits of the Social Security Act, according to the settlement.

Each employee had 6.2 percent taken out of each paycheck for however long he or she was employed.

Some employees had Social Security taxes taken out for about 14 years.

The mayor and City Council have had a running conflict with Crouch.

Crouch last year was directed by Mayor Sherman Guyton to work night shift in May and submit a report at that time.

In Crouch's report, he stated he did not believe the assignment was anything but "punitive and harassing," fitting into a pattern of harassment he said had been ongoing for months.

Councilman Robert Avery in September 2009 proposed a resolution that would have relocated Crouch's office at the police department to the department's training center several miles away.

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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, Oct 28, 2011**
6. Pension reinstatement/contribution request by DP3 representing the retired pilots. **very long shot....pending**
7. Roth IRA creation as per Worker, Retiree, and Employer Recovery Act of 2008 – deadline June 22nd, 2009
8. Expiration of HCTC 80% premium subsidy will expire on December 31, 2010. **Action has continued 80% for Jan & Feb. Action expired and subsidy effective 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):

From: Roids80@aol.com

Date: 8/23/2011 11:11:59 PM

To: mark@pilotcommunication.net;

Subject: Fwd: Constituent Response From Senator Kay Bailey Hutchison

The response from Sen. Kay Bailey Hutchinson re: pending/potential legislation for the HCTC program...

From: [Senator Kay Bailey Hutchison](#)

Date: 8/23/2011 12:33:23 PM

To: roids80@aol.com

Subject: Constituent Response From Senator Kay Bailey Hutchison

Dear Friend:

Thank you for contacting me regarding the Health Coverage Tax Credit (HCTC). I welcome your thoughts and comments. The HCTC was authorized under the Trade Act of 2002 (P.L. 107-210). The HCTC is a federal income tax credit available to taxpayers receiving Trade Adjustment Assistance benefits as a result of job losses resulting from trade with foreign countries. In addition, the HCTC is available to retirees over the age of 55 whose private pension plans have been taken over by the Pension Benefit Guarantee Corporation.

As originally authorized in 2002, the HCTC provided eligible taxpayers and their families with a refundable tax credit covering 65% of the premium for qualified health insurance. HCTC recipients can receive the tax credit on either a monthly or an annual basis.

In 2009, the HCTC was temporarily increased to cover 80% of health insurance premiums as part of the American Recovery and Reinvestment Act, also known as the economic stimulus bill. However, on February 13, 2011, the increased HCTC expired, and the tax credit reverted back to 65% of the cost of qualified health insurance.

A number of proposals have been floated to reinstate the increased HCTC. One such proposal, S. 221, a bill introduced by Senator Sherrod Brown (D-OH), would lift the tax credit back to 80% through July 1, 2012. As an alternative, Senator Max Baucus (D-MT) has proposed an increase of the HCTC to 72.5% as part of our proposed free trade agreement with South Korea. Under this proposal, the tax credit would sunset at the end of 2013, when the taxpayer-subsidized health insurance exchanges approved under the Patient Protection and Affordable Care Act -- the Obama health care reform law -- are scheduled to be established.

Senate Majority Leader Harry Reid (D-NV) and Minority Leader Mitch McConnell (R-KY) have announced that any votes in the Senate on the HCTC and other components of Trade Adjustment Assistance would be separate from action on the free trade agreement with South Korea. Should a measure related to the Health Coverage Tax Credit come for consideration before the full Senate, you may be assured that I will keep your views in mind.

I appreciate hearing from you, and I hope that you will not hesitate to contact me on any issue that is important to you.

Sincerely,

Kay Bailey Hutchison

United States Senator

284 Russell Senate Office Building

Washington, DC 20510

202-224-5922 (tel)

202-224-0776 (fax)

<http://hutchison.senate.gov>

From: Yorkieatl@aol.com

Date: 8/23/2011 8:06:17 PM

To: yorkieatl@aol.com

Subject: Retiree Connection article

----- Forwarded Message -----

Good afternoon, all. Yvonne Wright, who works on our Communications Service Delivery team, suggested that I forward you this copy of an article that we posted this afternoon on Retiree Connection. You may have heard from Delta retirees who are concerned about losing their 1114 Retiree Committee subsidies for 2012 (provided they are eligible for those subsidies). This article is to dispel those rumors and to set the record straight. We thought it might be useful information to you.

Setting the Record Straight on 1114 Retiree Committee Subsidies

We have recently been made aware of e-mails being circulated to some pre-merger Delta retirees regarding a healthcare survey for 2012 sponsored by the Delta Pilots Pension Preservation Organization, Inc., also known as the DP3 VEBA Trust, an organization that is not affiliated with Delta Air Lines, Inc. Some of the e-mails shared with Delta make claims that beginning January 1, 2012, Delta is eliminating the subsidies provided to certain pre-merger Delta retirees, spouses and survivors age 65 and over. Such claims are not true. As a reminder, these subsidies were provided for through agreement with the Pilot and Non-Pilot 1114 Retiree Committees at the time of the bankruptcy and they only apply if an eligible retiree, spouse or survivor enrolls in the over-age-65 healthcare plan sponsored by the Insurance Trust for Delta Retirees (formerly known as the DALRC Benefit Trust), or, in the case of pilot retirees, the Delta Pilots Medical Plan, sponsored by Delta. The Insurance Trust for Delta Retirees indicates that it has received an increase in phone calls to its service center from age 65 and older Delta retirees asking whether the Delta-provided subsidies will end in 2012, and what impact that will have on their future healthcare coverage. Some of these callers have also expressed concern about the perception that Delta may be sharing personal information with DP3.

Here are the facts:

- Delta will not eliminate in 2012 the subsidies for those over age 65 retirees, survivors and spouses who are eligible, as detailed in the 1114 Retiree Committee agreements. As with each annual enrollment period, we continue to work with the benefits administrator for the Insurance Trust for Delta Retirees to ensure that 2012 subsidies will be applied to coverage elected under its plan for age 65 and older retirees and spouses eligible for those subsidies. It is true that under the bankruptcy agreement, the subsidy will no longer be required by a court order for most post-65 retirees, spouses and survivors starting January 1, 2012. However, Delta will maintain those subsidies in 2012 and will review future years when preparing for each year's Open Enrollment period.
- Delta has not supplied e-mail addresses to third party retiree groups, including DP3. Due to the requirements of the bankruptcy agreements, it is necessary for Delta to provide some name and address information to the administrator of the post-age 65 healthcare plans of the Insurance Trust for Delta Retirees and a similar plan established for post-65 pre-merger Northwest retirees. Such information is only provided if accompanied by a non-disclosure and confidentiality agreement prohibiting that entity from disclosing the information to any other party.

If you have any questions about your healthcare options available to you through the Insurance Trust for Delta Retirees, we encourage you to link to their web site, which is available under *Retiree Resources* on the *Retiree Connection* home page.

Pension:

Richard Pepper
Email repilot@bellsout.net

Issue Area - Pension

Comments - Can anyone recommend a good lawyer in Henderson, NV? I contracted with Mr. Whalen to handle my appeals. He sent me the Form 843 which I sent to the IRS. They denied my claim saying it should be submitted on a 1040X form. I sent this letter and all the info to him in April. To date I have heard nothing from him after repeated attempts.

I had to inquire back about the Form 1040X that had to do with the FICA and Medicare claim. They said they didn't have my full 2007 tax return which I had sent them in January, return receipt requested. Because I had to resend the return, they sent it back the completed Form 1040X, to me with a letter dated April 15 which I received on April 16 after the Post Office had closed. The return was due by midnight on April 15th. I did send it to the IRS on Monday the 18th as they had granted an extension for 2010 returns, however, they denied my claim as being sent in after the deadline.

I have received no communications from him since the April 15th letter. I feel he is culpable for the denial of my claims as I had no follow through and timely returns.

As far as I am concerned it was a complete scam, whereas he did do some work, but no meaningful follow through.

Richard Pepper

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From: [Tony Papandrea](#)
Date: 8/20/2011 7:18:59 PM
To: [Mark Sztanyo](#)

Subject: YGTBSM - 2007 Taxes

I have been sitting on the sidelines for the past months reading the various posts regarding the "2007 Tax" issue on our PCN. The matter originated through one of our fellow pilots, Jim Munton out in Nevada, and he, through CPA Bill Whalen brought the retired Delta Pilot group information and a process regarding the issue. As time progressed, I have read letters from both satisfied and dissatisfied clients of Bill Whalen. There have been some success stories and as always since we are dealing with the IRS, some not happy results.

My issue is not with the IRS, but with Bill Whalen. I am one of his dissatisfied clients. The details of my case are not important at this point, other than I paid him and he did not do the work. My main problem is with the seemingly unwillingness of Mr. Whalen to respond to and address my issues. Jim Munton was the only link that I have to Mr. Whalen and he is caught in the middle trying to be helpful. Lately, even he doesn't respond to my emails, but no big fault there. Mr. Whalen's ex-wife Merrily says she is only a clerk and is just watching over the files. I am unable to get a response to my numerous emails and phone messages (when his box is not full) from Mr. Whalen.

It seems as though it is becoming counterproductive to pursue Mr. Whalen on my own, given the expenditure of both my time and energy, although I have no problem doing so.

It has become a matter of principle. He has not done the work as promised and that I paid for and he will not respond. I would prefer to not divulge any plans or initiatives to have the situation with Mr. Whalen "looked in to", but as always, there is leverage and power in numbers.

I would be happy to receive emails from other dissatisfied clients of Mr. Whalen in order to develop a collective strategy to rectify the situation. I will compile a database, and we as a group might be able to exert enough pressure to have our individual concerns resolved.

It is unfortunate that it has come to this, when simple common sense, honest business practices and courtesy could solve the problem.

Tony Papandrea
386-446-0724 or email at: Papandrea_Tony@yahoo.com

As the PBGC appeals progresses the sensitivity of the information does as well. While the PCN has re-published many of DP3 general postings, we will refrain from re-publishing “private emails” in view of the nature of the process. So when there is a general update we will re-publish and when there is a private email we will help announce its existence.

To PCN subscribers these links are “hot” and will take you directly to the DP3 resource page or checklist for filing an appeal concerning your PBGC benefits.

Click for [PBGC Appeals Resource Page](#)

Or

[Appeal Checklist](#)

DP3 (login required)

Click to appeal your PBGC benefit

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

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

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

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Commercial Section.....

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

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

Life Section...

Misc Posts:

From: "Earl Wycoff" <enwycoff42@cox.net>
Date: Aug 26, 2011 10:44 PM
Subject: links
To: <misc@pilotcommunication.net>

Dear Mark,

First, let me commend you for the service you have been performing for ALL of us. It is appreciated and an important part of my life to be able to keep in touch.

I am not terribly computer literate, but I do know that sometimes when you click on a hyperlink, it opens a new tab or window. If it were an easy thing to do, I would appreciate it if the links in *High Life* would do that. I continually am having to scroll back to where I was in the issues when I use the back button to get back to the issue after following a link and I get sent back to the top of the newsletter instead of where I was.

I use Firefox and it may just be a function of that browser.

Thanks for the consideration and keep up the good work.

Earl Wycoff
Destin, FL
B767 Capt (ret) JFK

Editor: Thanks Earl for this email. I do what you have suggested (a link to a new browser window) whenever I can. I agree that it makes it easier. The hyperlinks on articles and inside email posts I cannot control so therefore they go "away" from the HL browser window. I wish it were not so, but I cannot fix that one.

From: [Roscoe](#)
Date: 8/25/2011 11:35:21 AM
To: mark@pilotcommunication.net

Subject: Death/Obituary Notice

Hi Mark,

Thanks for a terrific job!

Is there a database of obits or death notices to search?

Thanks?

Roscoe McMillan

Editor: Roscoe, thanks for the question. Yes, we have a website that has a number of tools on it for our group.

The particular page of our website of your interest is: Final Flight West comprehensive list -

<http://pcn.homestead.com/FlightWest.html>

Note: the lists are dated and made current from time to time. For the latest archive of notices that may not yet be on the list check: <http://groups.google.com/group/PilotCommunicationNet/topics>

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From: [Dick](#)

Date: 8/21/2011 9:28:10 AM

To: mark@pilotcommunication.net

Cc: marksztanyo@gmail.com

Subject: Ad's on HL

Mark, I could not place a 3 year ad on HL - it would not upload the picture.

Dick Blizzard – Author

Editor: I am sure you have already seen this, but if not, I have included Dick's email because I have a technical problem with the PCN Ads site and it is temporarily down UFN. Thank you.

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From: jackmcw1@comcast.net

Date: 8/22/2011 2:08:24 PM

To: misc@pilotcommunication.net

Subject: Netbook

Hi Mark

Thanks for all the work you do to keep all of us old retirees in the loop. I was interested in your mention of replacing your laptop with a netbook. I have long been interested in one but couldn't find one with the RAM I need. Could you find a minute and let me know what brand you found with this capacity.

Thanks very much,

Jack McWalter

jackmcw1@comcast.net

Retired 9/91

Editor: Jack, I purchased the Acer One 722 with a 500 GB hard drive and 4 gb ram memory and with the largest HD screen in the netbook category. It is not as fast as my notebook and is a little harder to type on, but all in all very happy. Happy hunting. Mark

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From: [George Chaudoin](#)

Date: 8/21/2011 1:21:21 PM

Subject: NEA memorabilia??

Hi George,

I have been working on this for about 25 years now. I am trying to find a few items from EVERY airline. I would say I'm about 70% complete. I have very little from Northeast Airlines. Do you know

anyone who may have something extra from Northeast? For example; playing cards, timetables, seat packets, matches, wings, hat emblems, posters, name tags, plane models, tie tacks, lapel pins, uniforms, glasses, dishes, ash trays, silverware ETC.? Jerry St. Hilaire's son Craig St. Hilaire said I could reference his name. If any one has questions or would like to contact Crig cell (603 970-0536) or me that would be fine!

Thank you,

Bob Snow

11191 W. Genzman Rd.

Oak Harbor , Ohio 43449

PH (419 898-9444)

Blue Side Up

George

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From: [Wayne LaLiberte](#)

Date: 8/22/2011 6:32:15 PM

To: mark@pilotcommunication.net

Subject: Pilot deaths age 57 thru 61

Mark ; I have noted an increase in deaths in his age group. I offer this advice from personal experience
At age 57 I experienced a back pain that I thought was a pulled muscle, wife suggested I get an e.k.g I did, a six point, nothing , pain continued went to hospital got a 24 point e.k.g still no abnormalities I was ready to go home, by luck a cardiologist was present and suggested a blood enzyme test which showed positive .I had a choice on the table at 5 a.m. or risk dying over night .On the table for a quadruple bypass that showed 90% blockage

Conclusion: EKG'S May not detect a heart problem, get an enzyme test, enjoy your retirement

I hope this information will save someone's life.

W.R. La Liberte' International L1011Captain retired

Human Interest:

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

From: "John Zimmerman" <jazimmerman22@yahoo.com>

Date: Aug 23, 2011 11:26 PM

Subject: An interesting read

To: "John Zimmerman" <jazimmerman22@yahoo.com>

From: Ingram, Andrew D Col USAF ASC/WLM

Sent: Friday, August 12, 2011 12:13 PM

To: ASC/WLM All Personnel; WR-ALC/GRG C-17 Globemaster All

To all of my Fellow C-17 Teammates,
Please take the time to read this and share widely. Never forget the cost of our Freedom.
Thank You for everything you do for America and our partner Nations who
fight the good fight alongside.
Have a Great Weekend.

Andy

V/R

ANDREW D. INGRAM, Col , USAF

C-17 System Program Director

Aeronautical Systems Center (ASC/WLM)

Subject: Thoughts on a recent day at work

I had an unforgettable day yesterday and wanted to share it with you. I now we've all sat around and discussed in detail why we do what we do and if we will be willing to continue to do what we do day in and day out regardless of deployments, retirement decisions, job opportunities, missed birthdays, missed holidays, etc. This is something I wanted to share and you were the people that came to mind. It's another reason I continue to serve. I guess because many others do and sacrifice a lot more, some even their lives.

My crew was alerted yesterday to find that our mission had changed. We were now a backup to a high priority mission originating from Afghanistan . When I asked where we would be going the answer was "back to the states". Later I learned our destination was Dover.

I was the aircraft commander for one of two C-17s that transferred the Chinook helicopter crash soldiers back home. The crew that started this mission in Afghanistan would end up running out of crew duty day and need another crew to continue the soldier's journey. We just happened to be available. After being alerted and going through our normal sequence, I found myself at the foot of the aircraft steps.

Before I took my first step upward I noticed a transfer case close to the door. I had only seen one in pictures. The American Flag was tucked smartly, folded and secured on top. I paused at the bottom of the stairs, took a deep breath and continued up with my mind and eyes focusing on making it to the next ladder leading to the cockpit. However, as I entered, I couldn't help but notice the remaining nineteen transfer cases in the cargo compartment. The entire cargo compartment was filled with identical transfer cases with American Flags. I made my way up to the cockpit and received a briefing from the previous aircraft commander. After the briefing we exchanged a handshake and the other pilot was on his way.

I felt a need to ensure the crew focused on their normal duties. I instructed the other two pilots to begin the preflight. I went back down into the cargo compartment to see what needed to be done and find the paperwork I needed to sign. The cargo compartment was now filled with numerous people from the mortuary affairs squadron. They were busy adjusting, resetting and overall preparing the cases for their continued flight. Before they began I asked who was in charge because I knew there was paperwork I needed to sign. I finally found a Staff Sergeant who was working an issue with the paperwork. After it was complete, he brought it up to the cockpit for me to review and sign.

There are moments in life I will never forget. For me, it's the days my son and daughter were born. Another occurred five months ago when I had to deliver the unthinkable news to a mother that her son was killed in Afghanistan and although I didn't anticipate another day like that this soon, yesterday was another. I looked at the paperwork I was signing and realized the magnitude of the day. I glanced over the paperwork and signed. In a way, I felt I had taken ownership of these fallen soldiers. It was now my duty to ensure they make it home.

After confirming the preflight was complete and the aircraft was fueled, I went outside to start my walk-around. As I walked down the steps, a bus had parked in front of the aircraft and unloaded eleven passengers. The passengers were fellow SEAL team members who were escorting the fallen back to the states. I stood at the front of the aircraft and watched them board. Every one of them walked off the bus with focus in their eyes and determination in their steps; just as I imagine they do when they go on a mission. I made eye contact with the lead SEAL, nodded my head in respect and he nodded back.

Finishing my walk-around, I stopped at the bottom of the stairs. I looked up into the cargo compartment; two American Flags and one SEAL Team Six flag hung from the top of the cargo compartment. Three of twenty transfer cases were visible; one with an American Flag and two with Afghan flags. I looked up at my aircraft and saw, "United States Air Force" painted on the side and I stood trying to take it all in. I wanted to make certain that I never forget these images. That I never forget the faces of the SEALs, the smell of the cargo compartment or the sun slowly rising over the landscape. It's important that I don't forget. We need to honor the dead, honor the sacrifice of the fallen.

I understand my role in getting these fallen soldiers home is insignificant compared to the lives they lived and the things they did for our country. Most of it we will never know. All I know is every American should see what I've seen. Every American should see the bus loads of families as they exit the freeway headed for Dover AFB to reunite with their fallen or witness the amount of time, effort, people and equipment that go into ensuring our fallen have a honorable return.

The very next day we took the same aircraft back overseas. We had leveled the aircraft at our cruise altitude and I walked down to the cargo compartment. No more American Flags hung from the ceiling. All the transfer cases were gone.

Instead I watched a father lay with his son, cradled on his chest, on the same spot that only yesterday held a fallen soldier. I watched a young girl, clutching a teddy bear, sleeping quietly where the fallen had laid. I realized so many Americans have no idea where the fallen lay.

I'm honored to be one that does.

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From: [Dick](#)
Date: 8/21/2011 9:18:26 AM
To: mark@pilotcommunication.net
Cc: marksztanyo@gmail.com

Subject: Captain Dick Blizzard's Memoirs
Mark, Please post this on the High Life.

I went to work with Delta in 1961 and retired in 1994. Started out as a flight engineer on the DC-6. I was flying the MD-11 out of Portland and L.A. to Asia when I retired. Since retirement I have been boating and writing. My Memoirs contain many of my aviation experiences. I was a naval aviator before landing a job at Delta. I have written two novels - available on amazon.com My navy article, Into the Abyss, was published in FlyPast Magazine (Feb-2011) edition. www.flypast.com All my other writings are available on the two blogs below. Thanks.

Dick Blizzard - Author
<http://dickblizzard.blogspot.com> (aviation and boating)
<http://funkydicksmusic.blogspot.com> (Memoirs, fiction and videos)

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](#).

+++++

Sept 11th Idea!
From: <DWSkjerven@aol.com>
Date: Aug 27, 2011 10:17 PM
Subject: Would love it if you can do this on 9/11

LET'S DO IT !!!

Friends and family,
We have a little less than one month and counting to get the word out all across this great land and into every community in the United States of America. If you forward this email to least 11 people and each of those people do the same ... you get the idea.

THE PROGRAM:

On Sunday, September 11th, 2011, an American flag should be displayed outside every home, apartment, office, and store in the United States. Every individual should make it their duty to display an American flag on this tenth anniversary of one of our country's worst tragedies. We do this to honor those who lost their lives on 9/11, their families, friends and loved ones who continue to endure the pain, and those who today are fighting at home and abroad to preserve our cherished freedoms.

In the days, weeks and months following 9/11, our country was bathed in American flags as citizens mourned the incredible losses and stood shoulder-to-shoulder against terrorism. Sadly, those flags have all but disappeared. Our patriotism pulled us through some tough times and it shouldn't take another attack to galvanize us in solidarity. Our

American flag is the fabric of our country and together we can prevail over terrorism of all kinds

So, here's what we need you to do .

Fly an American flag of any size on 9/11. Honestly, Americans should fly the flag year-round, but if you don't, then at least make it a priority on this day.

Thank you for your participation

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From: [George Chaudoin](#)

Date: 8/21/2011 7:44:13 PM

Subject: Bill Grady Memorial Fly-in this October **Time and Date TBD**

Sorry I am late with Don's E-mail

Will check with Henry later and set up a fall Fly-In.

Dear George,

It was with a sad heart that I attended the memorial service for Bill Grady in Plymouth, NH yesterday. He was one of the truly "nice guys" and will be sorely missed. Held at the Holy Trinity Parish, St. Matthews Church, in Plymouth, the service was attended by Bill's wife of 57 years, Lorna, numerous children and grandchildren, close friends, and over 30 retired pilots and their wives. As Catholic services go, this one was on the lighter side. The priest made a point to say that, at an early age, someone must have really loved Bill very much because he grew to have a true understanding of love. He passed it along to all who knew him. From the many fly-ins that he hosted in the Spring and Fall, at his hanger at the Plymouth-Pemi Airport, we all knew how much he loved airplanes and his fellow pilots. His hanger was his second home, and he could be found there most days either working on his projects or "hanger flying" with friends.

The service was followed by a luncheon reception at Bill's hanger with refreshments organized by his longtime friend, Henry Lynch. It was a wonderful opportunity to share memories of Bill with his family members and fellow pilots. Parked outside were the two RV homebuilts that Bill lovingly put together. Sadly he never got to fly the last one he completed, due to ill health.

Henry told me that plans are already in the works or the **1st. Bill Grady Memorial Fly-in this October.** More info to follow.

Sincerely,

Don Osborne

Blue Side Up

George

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: "Anthony Schoenecker" <tonyjet100@hotmail.com>
Date: Aug 24, 2011 5:30 PM
Subject: 'Glider Stunt', Dat's really Me

Look at stills, then watch the video.

(Tighten your seat belts)

The language you hear is the one spoken in the German speaking part of Switzerland.

Now these glider pilots are unbelievable!

No power and flying like the Blue Angels!

Click Here and view the stills followed by the video.

<http://www.dailymail.co.uk/news/worldnews/article-1265891/Hold-think-youre-going-Skydiver-grabs-glidertail-fin-fly-2-100-metres-100mph.html>

From: [Darlene Cates](#)
Date: 8/26/2011 5:59:14 PM
To: [Boyce Cates](#)

Subject: Fw: United pilots to use iPad for navigation

IS THIS A FACT.....?

Editor: Yes Darlene, I believe that the iPad (or equivalent reader) will be a tool used by all the airlines soon. I believe the following article is accurate (and duplicated with a number of sources). But remember the misleading part of the headline is that the iPad would in some way be telling the airplane where to go. No, it would simply hold the identical published charts pilots used for reference now in an electronic format rather than paper.

Mmmmmmmmmmm Kind of like this High Life newsletter. You read this off a computer instead of a hard paper mailing.

United pilots to use iPad for navigation

Aug 23 11:24 AM US/Eastern



[United Airlines](#) said Tuesday it was replacing the hefty flight manuals and ...

[United Airlines](#) said Tuesday it was replacing the hefty flight manuals and chart books its pilots have long used with 11,000 iPads carrying the same data.

The 1.5 pound (0.7 kilogram) iPad will take the place of about 38 pounds (17 kilograms) of paper instructions, data and charts pilots have long used to help guide them, parent company United Continental Holdings said.

The popular tablet computer will carry the Mobile FliteDeck software app from Jeppesen, a Boeing subsidiary which provides navigation tools for air, sea and land.

"The paperless [flight deck](#) represents the next generation of flying," said Captain Fred Abbott, United's senior vice president of flight operations.

"The introduction of iPads ensures our pilots have essential and real-time information at their fingertips at all times throughout the flight."

It will be supplied to all pilots on United and Continental flights; the two carriers merged in 2010.

United is the second major US carrier to adopt the iPad as a key pilot flight aid.

In May Alaska Airlines also adopted it, after the [Federal Aviation Administration](#) okayed the iPad for cockpit use.

United estimates that using the iPad will save 16 million sheets of paper a year, and that the lighter load it represents will save 326,000 gallons (1.2 million liters) in fuel.

"With iPad, pilots are able to quickly and efficiently access reference material without having to thumb through thousands of sheets of paper and reduce clutter on the flight deck," the company said.

Political (food for thought):

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

From: [Steve Rodmon](#)

Date: 8/28/2011 3:48:17 PM

Bcc: mark@pilotcommunication.net

Subject: THE PILOT AND THE PRIEST

The Pilot and the Priest

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven ? '

The guy replies, 'I'm Jack, retired airline pilot from Houston.'

Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.'

Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'

'Just a minute,' says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?'

'Up here - we go by results,' says Saint Peter. 'When you preached - people slept. When he flew, people prayed.'

From: [Steve Rodmon](#)

Date: 8/24/2011 7:03:21 AM

Bcc: mark@pilotcommunication.net

Subject: Disaster: Aircraft slams into 4 buildings

Disaster!

Amazing photo shows great detail.

The pilot at low level had no control over his aircraft.

It narrowly misses a crowd gathered for the air show and slams into four buildings.

One can only imagine the horror of the occupants inside those buildings.



Probably scared the crap out of them!!

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/>

To assure receiving the High Life set spam filters to accept from @pilotcommunication.net.

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