

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!

Boeing at its best!

## Pilot Communication Net - Group Section.....

Dear PCN (of over 2500 subscribers),

### Mark's Remarks

#### Okay, now we have to pay for it!

I don't know if you ever had this same experience as I but it seems like after the Christmas and New Year's celebrations, and winter comes by in earnest, it seems like the attitudes go south. I have always assumed that people started to think about what they just did and now have a depleted checking account. Christmas is over and now we have to pay for it, and sometimes the attitudes get a bit frazzled. As tax day approacheth, there may be even a few more strained nerves. Hope yours are in check.

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#### Ain't gonna lie:

Okay, how can you not like this. Here I am on a Sunday afternoon in Port of Spain, Trinidad sitting by the pool assembling HL 112 in mid 80° temp. The weird thing is tonight I crew a 767 from here to guess where? Hotlanta! Absolutely seems like the ole days. Aircraft will probably birddog in like a homing pigeon. Upon arrival I commercial home on the big D and another cycle will be completed. Man, I am ready to be home. Remember those 3 on 4 off days? Ahhhhh.....me too! But I am afraid they are a distant memory. I am enjoying this gig but with a little help from the DP3 and a little more flying under my belt, there will come a

day when the spurs will be retired for good. Then like many of you I will turn to my golf game only to find out that that swing I once possessed is now encumbered by at shorter, fatter and older body. Uuuugggghhhh!

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Repeat Request Because **IT'S IMPORTANT!!!!**

**PLEASE! PLEASE!**  
**Take this Action Step and "CERTIFY"**  
**your dependents and Buddy Pass Policy with DAL.**

If this is not done by 11:59PM on Jan 31, 2012, then on March 1, 2012 your dependents will drop off the eligibility list **forever** and you may not be able to issue any buddy passes.

Please spread this word to other Deltoids who may not be connected via our network.

If you have your DalNet login handy then click on this link and you should go directly to the main page of the DalNet with the **CERTIFY** button in the right column to get'er dun.

<http://dlnet.delta.com/> or

Family Status Change Forms and supporting documentation forms are located on Employee Connection on DeltaNet [DeltaNet >Employee Connection > Employee Life Events Checklists and Forms (right nav bar)] and on the Dependent Information page (home page) of the Dependent Certification portal under Helpful Links.

Send the Family Status Change Form and all required supporting documentation, if applicable:

- Via US mail to: Delta **Employee Service Center - Dependent Certification: PO Box 52045: Phoenix, AZ 85072**
- Via FAX number to: 602-797-6261

Questions? If you have questions about the CERTIFY process, the status of your dependents or what to do about Non-Certified status, call the **1-800 MY DELTA** (1-800-693-3582) and select the data verification prompt, Monday through Friday from 8 a.m. to 5 p.m. ET, except certain holidays.

#### 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](mailto:misc@pilotcommunication.net)

[pcn.calendar@gmail.com](mailto:pcn.calendar@gmail.com)

[signup@pilotcommunication.net](mailto:signup@pilotcommunication.net)

[illness@pilotcommunication.net](mailto:illness@pilotcommunication.net)

[death@pilotcommunication.net](mailto:death@pilotcommunication.net)

[ads@pilotcommunication.net](mailto:ads@pilotcommunication.net)

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

## News Section.....

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

### Delta and US Airways Use New Slots Differently

By [Ted Reed](#) 01/03/12 - 03:07 PM EST

CHARLOTTE, N.C. ([TheStreet](#)) -- US Airways([LCC](#) ) said Tuesday it will use its new slots at Washington Reagan National Airport to serve medium-size cities.

That represents a contrast with the course Delta([DAL](#) ) is taking at New York LaGuardia, where Delta will use its new slots to focus on serving business travelers in major markets.

Delta plans show the carrier using new LaGuardia slots to serve big cities, while US Airways says it will use Washington, D.C., slots to serve smaller ones.

In a recently approved trade, US Airways gets 42 slots at National, while Delta gets 132 slots at LaGuardia, enabling it to be the largest carrier at LaGuardia as well as at New York's Kennedy International Airport.

US Airways' changes, including adding 11 destinations -- eight of which have no service to National - will take place March 25. The move fortifies its position at National, where it already dominates.

Read more: [http://www.thestreet.com/\\_yahoo/story/11362821/1/delta-and-us-airways-use-new-slots-differently.html?cm\\_ven=YAHOO&cm\\_cat=FREE&cm\\_ite=NA](http://www.thestreet.com/_yahoo/story/11362821/1/delta-and-us-airways-use-new-slots-differently.html?cm_ven=YAHOO&cm_cat=FREE&cm_ite=NA)

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

### American Airlines - Dead Broke and Dead Last

By [Roland Hughes](#) - January 6, 2012| Tickers: [DAL](#), [UAL](#)| [0 Comments](#)

Roland is a member of The Motley Fool Blog Network -- entries represent the personal opinions of our bloggers and are not formally edited.

Some of my friends think I'm rather snobbish when it comes to flying. I don't do it very often so I'm very picky about it. To start with, if I see seats on a plane going for less than \$100, I won't take the flight. If I see airlines running big commercials offering sub \$100 seats, I won't book a flight on them. Likewise, if an airline is currently in bankruptcy they are an absolute last resort.

There is nothing snobbish about my choice. Unless you were born last week, you have seen "Miracle on the Hudson" news footage. The kind of continual training that allowed Captain Sully and crew to make a perfect

water landing doesn't come cheap.

[http://www.ask.com/wiki/US\\_Airways\\_Flight\\_1549](http://www.ask.com/wiki/US_Airways_Flight_1549)

So, is the 2011 airline scorecard really any surprise?

<http://finance.yahoo.com/photos/airline-scorecard-photo-1325796728.html>

**American Airlines** (OTC: AAMRQ.PK) finished dead last. Until this company finds the money to actually make system and maintenance improvements, they aren't going to climb any higher in the rankings. **Delta** (NYSE: [DAL](#)) is a shining example of what happens when a big airline throws real money at a problem. Last year they were a laughing stock, this year they came in second and, most importantly, have a lot of good word-of-mouth on the street.

Read More: <http://beta.fool.com/seasonedgeek/2012/01/06/american-airlines-dead-broke-and-dead-last/?source=eogyholnk0000001>

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## United, US Airways join Delta fare hike

### United, US Airways join Delta in raising fares to Europe in wake of new emissions rules



AP – Thu, Jan 5, 2012 7:01 PM EST

DALLAS (AP) -- United Airlines and US Airways said Thursday that they have matched Delta Air Lines Inc.'s \$6 price hike on round-trip tickets between the U.S. and Europe.

The news come just days after the European Union began a program of charging airlines for greenhouse-gas emissions. United Continental Holdings Inc. and US Airways Group Inc. didn't give a reason for the increases, but analysts believe they are related to the pollution issue.

Also this week, Deutsche Lufthansa AG said it would raise prices to cover the cost of buying emissions credits, but not right away.

J.P. Morgan analyst Jamie Baker said United, Delta and Virgin America also have raised most one-way fares to and from Arizona, Florida and Nevada by up to \$10 each way. He said it's uncertain whether those increases will stick, though, because of Southwest Airlines Co.'s opposition to recent fare hikes.

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

Below Capt Lynch's amended return IRS experience:

**From:** [Larry Lynch](#)

**Date:** 1/2/2012 1:19:31 PM

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

**Subject:** tax dispute

Hi Mark;

Happy New Year. Here is the results of me fighting the IRS for two years. I think there is something there but I ran out of steam.

All the Best

Larry

Click here to see Larry's IRS review (last link on page): [http://pcn.homestead.com/Archive\\_Pens\\_Munton.html](http://pcn.homestead.com/Archive_Pens_Munton.html)

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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. Appeal of 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, Filed with PBGC on 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 April 1, 2011 payment, the HCTC is at 72.5%.**
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):

## Pension:

**From:** [evan gost](#)

**Date:** 1/5/2012 1:43:59 PM

**To:** [Mark Sztanyo](#); [Dave Roberts](#)

**Subject:** Non Responders to 2011 Survivor Income Annual Update

### **URGENT – Please help if you can contact any of these surviving ladies!**

Mark and Dave-

Please see if you or someone in your network can make contact with these three survivors.

Under the original D&S Plan, the survivors of pilots who deceased before retiring lose those benefits if they remarry. That provision was deleted for deaths that occurred on or after Sept 1, 2001, but remains in effect for survivors of pilots who deceased before Sept 1, 2001 (before retiring). Those survivors must certify annually that they have not married. Apparently, Delta has not received the required certification from the three ladies listed below.

Thanks for your help.

Ev

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From: Kevin.Powell@alpa.org  
To: egost@hotmail.com  
CC: Karen.Browne-Fleck@alpa.org  
Subject: Fwd: Non Responders to 2011 Survivor Income Annual Update  
Date: Thu, 5 Jan 2012 17:48:42 +0000

Ev,

Please see below. We have phone numbers on all 3 and will give them a call, but if you can offer any assistance that would be appreciated. It is unfortunate Delta continues this practice, but it is their contractual right, and we tried to get it eliminated but they weren't willing.

Thanks,

Kevin

Begin forwarded message:

**From:** "DiPietro, Lourdes" <[Lourdes.DiPietro@delta.com](mailto:Lourdes.DiPietro@delta.com)>

**Date:** January 5, 2012 12:12:50 PM EST

To: "Powell, Kevin, DALMEC" <[Kevin.Powell@alpa.org](mailto:Kevin.Powell@alpa.org)>, "Browne-Fleck, Karen, DALMEC" <[Karen.Browne-Fleck@alpa.org](mailto:Karen.Browne-Fleck@alpa.org)>

**Subject: Non Responders to 2011 Survivor Income Annual Update**

Kevin and Karen,

We have three pilot survivors that have not responded to the latest Survivor Income Annual Update form. The attached letter will be sent out tomorrow advising them that their benefits will be suspended effective 2/1/2012 and terminated 3/1/2012 if there is no response. This will be the 3<sup>rd</sup> letter sent to them. I noticed two of them (Killough and Donoghue) have their checks direct deposited. Flett's goes to her address on file.

**Margaret Killough (James)** 002348201

14806 Paddock Drive

Wellington, FL 33414

**Muriel Flett (H E)** 043098401

11920 SW 271 Terrace

Miami, FL 33032

**Rosemary Donoghue (Paul)** 042683401

231 Exter Road

Hampton Falls, NH 03844

I'm hoping you might be able to reach out to them to let them know they must reply.

Thanks in advance,

Lourdes

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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 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 **Appeal info:**



<http://www.dp3.org/>

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):

Jan 1, 2012

You'll just love this one....Coming out of TVC for RDU, first time I have Traveled since knee replacement. I knew I would be searched. I showed Them Delta ID which the idiot wouldn't accept even though brand new. He became Very rude with him, I got ticked and informed who I was, and how many Years I had worked with the company, he calmed down. I am threw with my search, They are calling our names, my wife..5"1" good looking redhead is missing.

I am wondering about terminal, in stocking feet, as all my stuff was Missing. They are still calling our names, and about just as they close door, Here she comes, as the rest of my stuff appears, belt, shoes etc. We missed The flight. She said that the inspect thought she had something "dangerous on Her hands". Don't touch anything. Took her to secret room, called another Female agent to help with pat down .Of course she had nothing. Every time She asked a question the agent says, this won't speed up her search. Fortunately had a backup on AA and UAL as both of the kids work for the Airlines Also. Coming back out of RDU..no problem, treated respectfully, and ID was Fine. Two weeks later, TVC-SAN no problems either direction. Just Throught this needed sharing, as to the arrogance of the TSA.

Stinger

[t28cdkmk@aol.com](mailto:t28cdkmk@aol.com)

## Life Section...



## ***Illness Update:***

**From:** [kurtbrown@comcast.net](mailto:kurtbrown@comcast.net)

**Date:** 1/7/2012 5:16:45 PM

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

**Subject:** update

My dad and I just spent three hours working on this in his hospital room. He wanted me to forward it to the world. :) Sjoukje

### **Dad's Personal Update: A Letter from Kurt Brown**

**(Transcribed by Sjoukje)**

I am writing to you from Memorial Sloan-Kettering Cancer Center in New York City. I experienced the high of being inducted into the Colgate Athletic Hall of Honor on October 1, and then life took an incredible turn. After playing hockey on the 23rd of December and experiencing more than my normally disjointed skating, (Ha ha!) I entered Doctor's Hospital in Sarasota with severe neurological problems. I was suspected of having Primary Central Nervous System Lymphoma (PCNSL) from two years before, which, at that time, could not be verified and disappeared on its own for a year and a half. PCNSL is an extremely rare neurological disease, with only around 30 currently known cases in the United States. PCNSL results in an inability to function at normal levels physically or neurologically. For example, I cannot do simple dot-to-dot children's games. It took four hours to identify a dozen animals in a word search that would have taken my seven-year-old grandson five minutes. Walking is difficult because PCNSL affects my balance and my vision.

As you may know, I have a blind spot (schetoma) in my left eye. This means the central vision in my left eye was lost after a surgical problem. This has limited me to only one hat trick per hockey game. (I have skated out for the past ten years. Ha ha!) Now, this new problem has limited my remaining vision to about 50%. Hopefully this is temporary and my vision will return to normal in the future, as the PCNSL is treated by chemotherapy, physical therapy, occupational therapy, and other interventions.

This facility is incredible. My old Colgate friend, Dr. Edward "Biff" Jones, Co-Director of the most prestigious orthopaedic hospital in the country, Weill Cornell, led me to MSKCC and has been my advisor and guide throughout this process. (Go Colgate!) Biff has directed me to the top people in the world in this particular field of cancer and treatment, and will be by my side throughout the whole process.

Since arriving here on December 28, 2011, I have undergone exhaustive tests to diagnose my situation. Tests included MRIs, CT scans and spinal taps. Additionally I had bone marrow tests, ocular tests, psychological tests, and a brain biopsy. I have had every possible test there is known to man including scanning, puncturing, prodding, and surgery. This was really tough, because I couldn't eat before many of the tests, resulting in going days without food while being medicated.

The PCNSL is isolated to the back (posterior parietal) lobe of my brain, and is not found in any other parts of my brain. This is good news, as treatment will be focused on one particular area, and not spread throughout the brain. Expected success rates for patients in my particular situation are around 80%. However, this percentage is based on non-athletic, non-Colgate hockey populations, which obviously skews the results dramatically in a positive direction for me. Ha ha!

A very complex schedule of chemotherapy started on Thursday, 1-5, involving a tailoring of procedures to my particular genetic makeup. This protocol will be continually adjusted for the next four months to maintain optimum results chemically and genetically. The protocol schedule, while fixed, allows for individual adjustment for maximum results. I received a biologic agent called Rituximab on Thursday, which is basically an antidote used to protect my kidneys from the toxic medications used. On Friday, 1-6, I received a combination of the chemotherapy drugs, Methotrexate and Vincristine, and am now on an continual IV drip to flush my whole system out. Once the drugs have left my system, I will be discharged to Hope Lodge, where I will live in between chemo treatments. Hope Lodge is owned by the American Cancer Society, and is a building that provides housing for long term cancer treatment patients who come from far away. There is no charge to stay there, and a shuttle is provided for transportation to and from the hospital. The chemo treatment will happen again in 14 days, and every 14 days thereafter for four months. This is a grueling but necessary schedule, and it is the best in the world.

Physically I feel OK, and seem to be responding to the chemo well. I have not gotten sick so far, and am sitting up and taking regular walks under the supervision of cute nurses. In fact, I am under 24 hour guard dog supervision because they don't trust me to stay put. They must have heard of my history, and that of my friends and family! I have some trouble remembering. My situation is very frustrating, but I find outlets where I can. For example, yesterday I nailed a guy on a walker in the hallway with a full body check. He was wearing a Cornell jersey.

I don't know where we're going with this, but we're getting there fast. I have tremendous confidence in the program here due to the level of expertise and the experience of the staff. What's important to me is all of you who are pulling for me, praying for me, and supporting my family. There will be difficult days ahead, but none worse than waking up in the Colgate infirmary after two days of laying unconscious due to a Ralph Kelly slapshot to the head; then playing three days later with a home-modified softball helmet because that was the only kind of head protection that would fit. If this wasn't bad enough, I had to wear that softball helmet while playing against the renowned St. Nick's Hockey Club and former Colgate teammate Fred Von Zuben. As one of the most bizarre experiences of my life, perhaps because of the injury, time and speed in that game moved in slow motion. The puck seemed to be in its own dimension, moving at a fraction of its normal speed and simply drifting from side to side as though floating to the music of a Colgate '13 Ave Maria. It was impossible to miss. That never happened again, and of course, we won!

Sorry if I've bored you, but you all mean the world to me. I expect shortly to be back in the big game of life. My extraordinarily loyal and supportive family will keep you updated. I appreciate all of the posts on the website- it has been motivating to hear them read to me, and they are extremely meaningful. I know I can always rely on your support, and that's what really counts. Hopefully the next four months will see dramatic improvement, and we can all celebrate when this is over.

Kurt

## Misc Posts:

**From:** [Fred Goduti](#)

**Date:** 1/3/2012 5:01:10 PM

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

**Subject:** PBGC letter

I received a letter from PBGC dated December 21, 2011 from a Ms Deborah Limerick that although my name was submitted to the Appeals Board by law firm of Miller & Chevalier, I had already been denied my request for an extension previously on the grounds of timeliness.

Anything you might be able to advise me on this information??

Thank you,

Fred Goduti

*Editor: I sent Fred a note suggesting that anyone with this problem get in touch with our DP3 as they are heading up this appeal and in possession of our listing of appellates.*

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

**Date:** 1/3/2012 3:05:44 PM

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

**Subject:** check this out.

Folks, we all need to be smarter these days. The crooks are using our technology against us.

Please read this and change the way you are doing business.

This worth reading...

Marge

*This gives us something to think about with all our new electronic technology..*

GPS

A friend had their car broken into while they were at a football game. Their car was

parked on the green which was adjacent to the football stadium and specially allotted to football fans. Things stolen from the car included a garage door remote control, some money and a GPS which had been

Prominently mounted on the dashboard.

When the victims got home, they found that their house had been ransacked and just about everything worth anything had been stolen..

The thieves had used the GPS to guide them to the house. They then used the garage remote control to open the garage door and gain entry to the house. The thieves knew the owners were at the football game, they knew what time the game was scheduled to finish and so they knew how much time they had to clean out the house. It appeared that they had brought a truck to empty the house of its contents.

Something to consider if you have a GPS - don't put your home address in it. Put a nearby address (like a store or gas station) so you can still find your way home if you need to, but no one else would know where you live if your GPS were stolen.

**MOBILE PHONES -- I would never have thought of this.....**

This lady has now changed her habit of how she lists her names on her mobile phone after her handbag was stolen. Her handbag, which contained her cell phone, credit card, wallet... Etc... Was stolen.

20 minutes later when she called her hubby, from a pay phone telling him what had happened, hubby says 'I received your text asking about our Pin number and I've replied a little while ago...'

When they rushed down to the bank, the bank staff told them all the money was already withdrawn. The thief had actually used the stolen cell phone to text 'hubby' in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from their bank account.

**Moral of the lesson:**

Do not disclose the relationship between you and the people in your contact list.

Avoid using names like Home, Honey, Hubby, Sweetheart, Dad, Mom, etc....

And very importantly, when sensitive info is being asked through texts, CONFIRM by calling back.

Also, when you're being text by friends or family to meet them somewhere, be sure to call back to confirm that the message came from them. If you don't reach them, be very careful about going places to meet 'family and friends' who text you.

\* I never thought about the above!

As of now, I no longer have 'home' listed on my cell phone.

Even if this does not pertain to you....Pass it on to your family & friends

## Human Interest:

Joel Payne

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

Issue Area- General

Comments Here is a nice tribute to the men and aircraft of WW II. Joel Payne 767A [ret.]

<http://www.youtube.com/watch?v=RU1oB8sGyYM>

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

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

This is the PCN Calendar designed for you to publish your 2011 event dates. Please send them in to Kim.  
Click here for our PCN [Calendar](#).

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

**Date:** 1/5/2012 3:00:23 PM

**To:** [undisclosed-recipients:](#)

**Subject:** REMINDER! IMPORTANT **Brunch January 19** - "Will the D & S fund have any funds when your survivor needs them"

***From the Wallybird***

Because of the seriousness of the survivors benefits and the importance to our survivors I have invited wives to this brunch. We may have a larger turnout because of the so please send me your RSVP's ASAP in case we need the larger room.

**Ev Gost and John Erickson** have agreed to come to the brunch and give us an update on the status of the **Disability and Survivors** monies. As many of you have noticed and asked me (and I don't have the information) it is gracious of Ev and John to take the time to summarize this and make a presentation to us. Because of the importance to our families, **I am inviting wives to this brunch**. Be sure to set aside the time for this one!!

When: January 19, 2012

Where: Francesco's Restaurant

Francesco's is located 1 block east of the Hilton Hotel on OAK airport on Hegenberger Road.

Time: 1115

Meal choices are:

Caesar Chicken Salad \$21

Baked Lasagna a la Toscana \$18

Hoagie Sandwich \$16

Meal all inclusive. Your choice of entree, drink, desert and gratuity!

Let start out the new year with a great attendance!!!!

John Erickson is going to give us an update on the Disability and Survivors fund and the maneuvering of DAL with respect to the fund. Come one and all, the fund is an important part of our retirement benefits IF it is kept funded.

Please RSVP me by noon, Monday (but the earlier the better)

January 16 with your menu selection either by email to:

[dickdeeds@pacbell.net](mailto:dickdeeds@pacbell.net)

or Phone:

408-268-0670

Its a new year! Let's get a big turnout and keep the WAL spirit alive!!!!!!

Dick

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

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

**Date:** 1/5/2012 12:22:22 PM

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

**Subject:** Fwd: Missing In Action

Mark

Received this today. Anyone with info please contact him. Thx Bill

**From:** Neto, Franco CDR OSD DPMO

**Subject:** FAC-"David 24"-3 March 1968

**Date:** Tuesday, December 27, 2011 8:01:17 AM

Hello Mr. Fischer and Mr. Woolley,

Hope you and your families are enjoying the holidays. It's been over a year now since I gave my presentation on the DPMO mission at the 183rd's reunion in Colorado Springs. I am reaching out to you now regarding information on one of our loss cases.

Here's what this is about: Our office works closely with the folks in JPAC (Joint POW/MIA Accounting Command) in Hawaii. They are the ones who do the field work in Southeast Asia, investigations and remains recoveries, and eventually identification of remains. We try and feed them any bits of information that will assist them in their work. In this particular case, 1Lt John Welshan, flying an A37A in a flight of two, was attacking a target near Bac Lieu province town on the afternoon of 3 March 68. After making a pass, he pulled up and both his lead and the FAC lost sight of him. No chute seen and no beeper heard---he just disappeared. After 45 minutes of

searching, lead was forced to return to base for lack of fuel. Strangely, 4 years later, an ARVN unit found Welshan's military ID card among documents discovered in an abandoned VC bunker many miles to the WNW of the target area. Air Force records indicate the **FAC's call sign was "DAVID 24,"** however previous analysts that have reached out to other bird dog members have not panned out.

I have reason to believe this part of the record is erroneous. My purpose in trying to contact the FAC is to pick his memory on the incident, to see if he might recall any details that aren't already in our records.

Would appreciate your help in getting the word out via your contacts as to the identity of "DAVID 24".

Appreciate any assistance/insight you can provide.

Best regards,

Commander Neto

You can reach Commander Neto at: [Franco.Neto@osd.mil](mailto:Franco.Neto@osd.mil)

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

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

**From:** [Eric Jensen](#)

**Date:** 1/4/2012 5:31:07 AM

**To:** [Eric Jensen](#)

**Subject:** FW: Great flying, Great planes! Enjoy . . .

To my aviator buddies, "eat your hearts out ", The other "Sleeping Dog" presentations are also worth while.

**This is an awesome video if you love flying.....**

**Great Pictures, Great Planes!**

Click on larger picture then click full-screen icon.

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

\*\*\*\*\*

**From:** [David L. Roberts](#)

**Date:** 1/6/2012 8:00:50 PM

**To:** [MY AVIATION PHOTO FANS](#)

**Subject:** Air France Airbus Crash -- Rio-Paris

**Hello all,**

***This is copied and pasted just the way I got it. I checked snopes.com for any comments on Dick Rutan or Air France 447 and found nothing on either.***

***Reading this made me ill knowing that the copilot, through a lack of knowledge about stalls that any 20 hour private pilot should have, held the aircraft's nose up as it stalled -- ALL THE WAY DOWN into the ocean. What a waste. Dave***

**Subject: Well-Known Test Pilot, Dick Rutan Says : EVERY ' ACTUAL PILOT ' SHOULD READ THIS CRASH STORY ...**

**A response from Dick Rutan . . on the AIRBUS Air France Crash :**

**Hi**



Every "actual" pilot should read this [ crash story below :] Two things :

1. The Airbus computer system mathematical algorithm is designed by a bunch computer nerds who have no understanding of aviation. ( that comment is kind. )

2. The copilots were not even ' actual ' pilots . . but from the ' same World ' as the computer nerds that designed that flight system. I'll call them "computer nerd pilots" who should not be allowed to operate a wheelbarrow.

This is worst than I thought....the pitot tube ice over was just temporary . .

Most of the time.....all indications were normal.

And what fucking idiot would design a plane where the right seat had no indication of what the left seat was doing with that stick ?

OH yes . . . those nerds at Airbus.

To say that this was " Pilot Error " ..... lacks understanding of the ramifications of this gargantuan fuck up, starting with nerds that designed this ( AIRBUS ) travesty and the " aircrews " that operate it.

And to think someone has allowed them  
( AIRBUS ) to put into operation a plane that can carry 400 naive souls.

OMG for the sake of aviation in this century ....WHY has no one put a stop to this insanity ?

dick rutan

an actual pilot.

**What Really Happened Aboard Air France 447**

Two years after the Airbus 330 plunged into the Atlantic Ocean, Air France 447's flight-data recorders were finally retrieved.

The revelations from the pilot transcript paint a surprising picture of chaos in the cockpit, and confusion between the pilots that led to the crash.

For more than two years, the disappearance of Air France Flight 447 over the mid-Atlantic in the early hours of June 1st, 2009, remained one of aviation's great mysteries. How could a technologically state-of-the-art airliner simply vanish ?

With the wreckage and flight-data recorders lost beneath 2 miles of ocean, experts were forced to speculate using the only data available: a cryptic set of communications beamed automatically from the aircraft to the airline's maintenance center in France. As PM found in [our cover story about the crash](#), published two years ago this month, the data implied that the plane had fallen afoul of a technical problem—the icing up of air-speed sensors—which in conjunction with severe weather led to a complex "error chain" that ended in a crash and the loss of 228 lives.

The matter might have rested there, were it not for the remarkable recovery of AF447's black boxes this past April. Upon the analysis of their contents, the French accident investigation authority, the BEA, released a report in July that to a large extent verified the initial suppositions. An even fuller picture emerged with the publication of a book in French entitled : [Erreurs de Pilotage](#) (volume 5), by pilot and aviation writer Jean-Pierre Ocelli, which includes the full transcript of the pilots' conversation.

We now understand that, indeed, AF447 passed into clouds associated with a large system of thunderstorms, its speed sensors became iced over, and the autopilot disengaged. In the ensuing confusion, the pilots lost control of the airplane because they reacted incorrectly to the loss of instrumentation and then seemed unable to comprehend the nature of the problems they had caused. Neither weather nor malfunction doomed AF447, nor a complex chain of error, but a simple and persistent mistake on the part of one of the pilots.

Human judgments, of course, are never made in a vacuum. Pilots are part of a complex system that can either increase or reduce the probability that they will make a mistake. After this accident, the million-dollar question is whether training, instrumentation, and cockpit procedures can be modified all around the world so that no one will ever make this mistake again—or whether the inclusion of the human element will always entail the possibility of a catastrophic outcome.

After all, the men who crashed AF447 were three highly trained pilots flying for one of the most prestigious fleets in the world. If they could fly a perfectly good plane into the ocean, then what airline could plausibly say, "Our pilots would never do that"?

Here is a more complete synopsis of what occurred during the course of the doomed airliner's final few minutes.

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At 1hr 36m, the flight enters the outer extremities of a tropical storm system. Unlike other planes' crews flying through the region, AF447's flight crew has not changed the route to avoid the worst of the storms. The outside

temperature is much warmer than forecast, preventing the still fuel-heavy aircraft from flying higher to avoid the effects of the weather. Instead, it ploughs into a layer of clouds.

At 1h51m, the cockpit becomes illuminated by a strange electrical phenomenon. The co-pilot in the right-hand seat, an inexperienced 32-year-old named Pierre-Cédric Bonin, asks, "What's that?" The captain, Marc Dubois, a veteran with more than 11,000 hours of flight time, tells him it is St. Elmo's fire, a phenomenon often found with thunderstorms at these latitudes.

At approximately 2 am, the other co-pilot, David Robert, returns to the cockpit after a rest break. At 37, Robert is both older and more experienced than Bonin, with more than double his colleague's total flight hours. The head pilot gets up and gives him the left-hand seat. Despite the gap in seniority and experience, the captain leaves Bonin in charge of the controls.

At 2:02 am, the captain leaves the flight deck to take a nap. Within 15 minutes, everyone aboard the plane will be dead.

02:03:44 (Bonin) La convergence inter tropicale... voilà, là on est dedans, entre 'Salpu' et 'Tasil.' Et puis, voilà, on est en plein dedans...

The inter-tropical convergence... look, we're in it, between 'Salpu' and 'Tasil.' And now look, we're right in it...

The intertropical convergence, or ITC, is an area of consistently severe weather near the equator. As is often the case, it has spawned a string of very large thunderstorms, some of which stretch into the stratosphere. Unlike some of the other planes's crews flying in the region this evening, the crew of AF447 has not studied the pattern of storms and requested a divergence around the area of most intense activity. (Salpu and Tasil are two air-traffic-position reporting points.)

02:05:55 (Robert) Oui, on va les appeler derrière... pour leur dire quand même parce que...

Yes, let's call them in the back, to let them know...

Robert pushes the call button.

02:05:59 (flight attendant, heard on the intercom) Oui? Marilyn. Yes ? Marilyn.

02:06:04 (Bonin) Oui, Marilyn, c'est Pierre devant... Dis-moi, dans deux minutes, on devrait attaquer une zone où ça devrait bouger un peu plus que maintenant. Il faudrait vous prévenir là.

Yes, Marilyn, it's Pierre up front... Listen, in 2 minutes, we're going to be getting into an area where things are going to be moving around a little bit more than now. You'll want to take care.

02:06:13 (flight attendant) D'accord, on s'assoit alors?

Okay, we should sit down then?

02:06:15 (Bonin) Bon, je pense que ce serait pas mal... tu prévies les copains!

Well, I think that's not a bad idea. Give your friends a heads-up.

02:06:18 (flight attendant) Ouais, OK, j'appelle les autres derrière. Merci beaucoup.

Yeah, okay, I'll tell the others in the back. Thanks a lot.

02:06:19 (Bonin) Mais je te rappelle d'Ã©s qu'on est sorti de l'Ã©.

I'll call you back as soon as we're out of it.

02:06:20 (flight attendant) OK.

Okay.

The two copilots discuss the unusually elevated external temperature, which has prevented them from climbing to their desired altitude, and express happiness that they are flying an Airbus 330, which has better performance at altitude than an Airbus 340.

02:06:50 (Bonin) Va pour les anti-ice. C'est toujours Ã©sa de pris.

Let's go for the anti-icing system. It's better than nothing.

Because they are flying through clouds, the pilots turn on the anti-icing system to try to keep ice off the flight surfaces; ice reduces the plane's aerodynamic efficiency, weighs it down, and in extreme cases, can cause it to crash.

02:07:00 (Bonin) On est apparemment Ã© la limite de la couche, Ã©sa devrait aller.

We seem to be at the end of the cloud layer, it might be okay.

In the meantime Robert has been examining the radar system and has found that it had not been set up in the correct mode.

Changing the settings, he scrutinizes the radar map and realizes that they are headed directly toward an area of intense storm activity.

02:08:03 (Robert) Tu peux Ã©ventuellement le tirer un peu Ã© gauche.

You can possibly pull it a little to the left.

02:08:05 (Bonin) Excuse-moi?

Sorry, what?

02:08:07 (Robert) Tu peux Ã©ventuellement prendre un peu Ã© gauche. On est d'accord qu'on est en manuel, hein?

You can possibly pull it a little to the left. We're agreed that we're in manual [control ] correct ?

Bonin wordlessly banks the plane to the left. Suddenly, a strange aroma, like an electrical transformer, floods the cockpit, and the temperature suddenly increases. At first, the younger pilot thinks that something is wrong with the air conditioning system, but Robert assures him that the effect is from the severe weather in the vicinity. Bonin seems ill at ease. Then the sound of slipstream suddenly becomes louder. This, presumably, is due to the accumulation of ice crystals on the exterior of the fuselage.

Bonin announces that he is going to reduce the speed of the aircraft, and asks Robert if he should turn on a feature that will prevent the jet engines from flaming out in the event of severe icing.

Just then an alarm sounds for 2.2 seconds, indicating that the autopilot is disconnecting.

The cause is the fact that the plane's pitot tubes, externally mounted sensors that determine air speed, have iced over, so the human pilots will now be compelled to fly the plane, by hand.

Note, however, that the plane has suffered no mechanical malfunction. Aside from the loss of airspeed indicator, everything is working fine. Otelli reports that many airline pilots (and, indeed, he himself) subsequently flew a simulation of the flight [ on ] this point. And were able to do so without any trouble at lower altitudes.

But neither Bonin nor Robert had ever received training in how to deal with an unreliable airspeed indicator at high level cruise altitude. Or how to fly the Airbus . . . by hand . . . under such conditions.

02:10:06 (Bonin) J'ai les commandes.

I have the controls.

02:10:07 (Robert) D'accord.

Okay.

Perhaps spooked by everything that has unfolded over the past few minutes—the turbulence, the strange electrical phenomena, his colleague's failure to route around the potentially dangerous storm—Bonin reacts irrationally. He pulls back on the side stick to put the airplane into a steep climb, despite having recently discussed the fact that the plane could not safely ascend due to the unusually high external temperature.

Bonin's behavior is difficult for professional aviators to understand.

" If he's going straight and level and he's got no airspeed, I don't know why he'd pull back," says Chris Nutter, an airline pilot and flight instructor. "The logical thing to do would be to cross-check"—that is, compare the pilot's airspeed indicator with the co-pilot's and with other instrument readings, such as groundspeed, altitude, engine settings, and rate of climb. In such a situation, "we go through an iterative assessment and evaluation process," Nutter explains, before engaging in any manipulation of the controls. "

Apparently that didn't happen."

Almost as soon as Bonin pulls up into a climb, the plane's computer reacts. A warning chime alerts the cockpit to the fact that they are leaving their programmed altitude. Then the stall warning sounds. This is a synthesized human voice that repeatedly calls out, "Stall!" in English, followed by a loud and intentionally annoying sound called a "cricket." A stall is a potentially dangerous situation that can result from flying too slowly. At a critical speed, a wing suddenly becomes much less effective at generating lift, and a plane can plunge precipitously.

All pilots are trained to push the controls forward when they're at risk of a stall so the plane will dive and gain airspeed.

The Airbus's stall alarm is designed to be impossible to ignore. Yet for the duration of the flight, none of the pilots will mention it, or acknowledge the possibility that the plane has indeed stalled—even though the word

"Stall!" will blare through the cockpit 75 times. Throughout, Bonin will keep pulling back on the stick, the exact opposite of what he must do to re-cover from the stall.

02:10:07 (Robert) Qu'est-ce que c'est que ça?

What's this?

02:10:15 (Bonin) On n'a pas une bonne... On n'a pas une bonne annonce de vitesse.

There's no good... there's no good speed indication.

02:10:16 (Robert) On a perdu les, les, les vitesses alors ?

We've lost the, the, the [ air ] speeds, then ?

The plane is soon climbing at a blistering rate of 7000 feet per minute. While it is gaining altitude, it is losing speed, until it is crawling along at only 93 knots, a speed more typical of a small Cessna than an airliner. Robert notices Bonin's error and tries to correct him.

02:10:27 (Robert) Faites attention à ta vitesse. Faites attention à ta vitesse.

Pay attention to your speed. Pay attention to your speed.

He is probably referring to the plane's vertical speed. They are still climbing.

02:10:28 (Bonin) OK, OK, je redescends.

Okay, okay, I'm descending.

02:10:30 (Robert) Tu stabilises...

Stabilize...

02:10:31 (Bonin) Ouais.

Yeah.

02:10:31 (Robert) Tu redescends... On est en train de monter selon lui... Selon lui, tu montes, donc tu redescends.

Descend... It says we're going up... It says we're going up. So descend.

02:10:35 (Bonin) D'accord.

Okay.

Thanks to the effects of the anti-icing system, one of the pitot tubes begins to work again. The cockpit displays once again displays valid airspeed information.

02:10:36 (Robert) Redescends!

Descend !

02:10:37 (Bonin) C'est parti, on redescend.

Here we go, we're descending.

02:10:38 (Robert) Doucement!

Gently !

Bonin eases the back pressure on the stick, and the plane gains speed as its climb becomes more shallow. It accelerates to 223 knots. The stall warning falls silent. For a moment, the co-pilots are in control of the airplane.

02:10:41(Bonin) On est en... ouais, on est en "climb."

We're... yeah, we're in a climb.

Yet, still, Bonin does not lower the nose.

Recognizing the urgency of the situation, Robert pushes a button to summon the captain.

02:10:49 (Robert) Putain, il est oÃ¹... euh?

## Damn it, where is he?

The plane has climbed to 2512 feet above its initial altitude, and though it is still ascending at a dangerously high rate, it is flying within its acceptable envelope.

But for reasons unknown . . . Bonin once again . . . increases his back pressure on the stick, raising the nose of the plane and bleeding off speed. Again, the stall alarm begins to sound.

Still, the pilots continue to ignore it, and the reason may be that they believe it is impossible for them to stall the airplane. It's not an entirely unreasonable idea: The Airbus is a fly-by-wire plane; the control inputs are not fed directly to the control surfaces, but to a computer, which then in turn commands actuators that move the ailerons, rudder, elevator, and flaps.

The vast majority of the time, the computer operates within what's known as normal law, which means that the computer will not enact any control movements that would cause the plane to leave its flight envelope. "You can't stall the airplane in normal law," says Godfrey Camilleri, a flight instructor who teaches Airbus 330 systems to US Airways pilots.

But once the computer lost its airspeed data, the computer disconnected the autopilot and switched from normal law to "alternate law," a regime with far fewer restrictions on what a pilot can do. "Once you're in alternate law, you can stall the airplane," Camilleri says.

It's quite possible that Bonin had never flown an airplane in alternate law, or understood its lack of restrictions. According to Camilleri, not one of US Airway's 17 Airbus 330s has ever been in alternate law.

Therefore, Bonin may have assumed that the stall warning was spurious because he didn't realize that the plane could remove its own restrictions against stalling and, indeed, had done so.



02:10:55 (Robert) Putain!

Damn it !

Another of the pitot tubes begins to function once more. The cockpit's avionics are now all functioning normally. The flight crew has all the information that they need to fly safely, and all the systems are fully functional.

The problems that occur from this point forward are entirely due to human error.

02:11:03 (Bonin) Je suis en TOGA, hein?

I'm in TOGA, huh?

Bonin's statement here offers a crucial window onto his reasoning.

TOGA is an acronym for Take Off, Go Around. When a plane is taking off or aborting a landing—"going around"—it must gain both speed and altitude as efficiently as possible. At this critical phase of flight, pilots are trained to increase engine speed to the TOGA level and raise the nose to a certain pitch angle.

Clearly, here Bonin is trying to achieve the same effect : He wants to increase speed and to climb away from perceived danger.

But he is not at sea level.

He is in the far thinner air of 37,500 feet. The engines generate less thrust here, and the wings generate less lift. Raising the nose to a certain angle of pitch does not result in the same angle of climb, but far less.

Indeed, it can—and will—result in a descent.

While Bonin's behavior is irrational, it is not inexplicable.

Intense psychological stress [ a high degree of personal fear ] tends to shut down the part of the brain responsible for innovative, creative thought. Instead, we tend to revert to the familiar and well-rehearsed.

Though pilots are required to practice hand-flying their aircraft during all phases of flight as part of re-current training, in their daily routine they do most of their hand-flying at low altitude—while taking off, landing, and maneuvering.

It's not surprising, then, that amid the frightening disorientation of the thunderstorm, Bonin reverted to flying the plane as if it had been close to the ground.

Even though his response was totally ill-suited to the situation.

02:11:06 (Robert) Putain, il vient ou il vient pas?

Damn it, is he coming or not?

The plane now reaches its maximum altitude. With engines at full power, the nose pitched upward at an angle of 18 degrees, it moves horizontally for an instant.

Then the Airbus begins . . . to sink back toward the ocean.

02:11:21 (Robert) On a pourtant les moteurs! Qu'est-ce qui se passe bordel? Je ne comprends pas ce que se passe.

We still have the engines ! What the hell is happening ? I don't understand what's happening.

Unlike the control yokes of a Boeing jetliner, the side sticks on an Airbus are "asynchronous"—that is, they move independently. "If the person in the right seat is pulling back on the joystick, the person in the left seat doesn't feel it," says Dr. David Esser, a professor of aeronautical science at Embry-Riddle. "Their stick doesn't move just because the other [ stick ] does, unlike the old-fashioned mechanical systems like you find in small planes, where if you turn one, the other one turns the same way."

Robert has no idea that, despite their conversation about descending, Bonin has continued to pull back on his side stick.

The men are utterly failing to engage in an important process known as crew resource management, or CRM. They are failing, essentially, to cooperate. It is not clear to either one of them who is responsible for what, and who is doing what. This is a natural result of having two co-pilots flying the plane. " When you have a captain and a first officer in the cockpit, it's clear who's in charge," Nutter explains. " The captain has command authority. He's legally responsible for the safety of the flight.

But when you put two first officers up front, it changes things. You don't have the sort of traditional discipline imposed on the flight deck when you have a captain."

The vertical speed toward the ocean accelerates. If Bonin were to let go of the controls, the nose would fall and the plane would regain forward speed. But because he is holding the stick all the way back, the nose remains high and the plane has barely enough forward speed for the controls to be effective. As turbulence continues to buffet the plane, it is nearly impossible to keep the wings level.

02:11:32 (Bonin) Putain, j'ai plus le contrôle de l'avion, là ! J'ai plus le contrôle de l'avion!

Damn it, I don't have control of the plane, I don't have control of the plane at all!

02:11:37 (Robert) Commandes à gauche !

Left seat taking control !

At last, the more senior of the pilots (and the one who seems to have a somewhat better grasp of the situation) now takes control of the airplane.

Unfortunately, he, too, seems unaware of the fact that the plane is now stalled, and pulls back on the stick as well. Although the plane's nose is pitched up, the aircraft is descending at a 40-degree angle. The stall warning continues to sound.

At any rate, Bonin soon after takes back the controls.

A minute and a half after the crisis began, the captain returns to the cockpit. The stall warning continues to blare.

02:11:43 ( Captain ) Eh... Qu'est-ce que vous foutez?

What the hell are you doing?

02:11:45 (Bonin) On perd le contrÃ´le de l'avion, lâ !

We've lost control of the plane !

02:11:47 (Robert) On a totalement perdu le contrÃ´le de l'avion... On comprend rien... On a tout tentÃ©...

We've totally lost control of the plane. We don't understand at all... We've tried everything.

By now the plane has returned to its initial altitude but is falling fast. With its nose pitched 15 degrees up, and a forward speed of 100 knots, it is descending at a rate of 10,000 feet per minute, at an angle of 41.5 degrees. It will maintain this attitude with little variation all the way to the sea.

Though the pitot tubes are now fully functional, the forward airspeed is so low—below 60 knots—that at the angle-of-attack inputs are no longer accepted as valid, and the stall-warning horn temporarily stops. This may give the pilots the impression that their situation is improving, when in fact it signals just the reverse.

Another of the revelations of Otelli's transcript is that the captain of the flight makes no attempt to physically take control of the airplane.

Had Dubois done so, he almost certainly would have understood, as a pilot with many hours flying light airplanes, the insanity of pulling back on the controls while stalled.

But instead, he takes a seat behind the other two pilots.

This, experts say, is not so hard to understand. "They were probably experiencing some pretty wild gyrations," Esser says. "In a condition like that, he might not necessarily want to make the situation worse by having one of the crew members actually disengage and stand up. He was probably in a better position to observe and give his commands from the seat behind."

But from his seat, Dubois is unable to infer from the instrument displays in front of him why the plane is behaving as it is. The critical missing piece of information: the fact that someone has been holding the controls all the way back for virtually the entire time. No one has told Dubois, and he hasn't thought to ask.

02:12:14 (Robert) Qu'est-ce que tu en penses ? Qu'est-ce que tu en penses? Qu'est-ce qu'il faut faire ?

What do you think ? What do you think ? What should we do ?

02:12:15 ( Captain ) Alors, lâ , je ne sais pas!

Well, I don't know !

As the stall warning continues to blare, the three pilots discuss the situation with no hint of understanding the nature of their problem.

No one mentions the word "stall."

As the plane is buffeted by turbulence, the captain urges Bonin to level the wings—advice that does nothing to address their main problem. The men briefly discuss, incredibly, whether they are in fact climbing or descending, before agreeing that they are indeed descending.

As the plane approaches 10,000 feet, Robert tries to take over the controls, and he pushes forward on his stick.

But the plane is in "dual pilot input" mode.

So the computer is averaging his forward stick inputs with those of Bonin . . who continues to pull back.

So the nose remained at its high angle of attack.

02:13:40 (Robert) Remonte... remonte... remonte... remonte...

Climb... climb... climb... climb...

02:13:40 (Bonin) Mais je suis Ã fond Ã cabrer depuis tout Ã l'heure !

**But I've had my stick . . back . . the whole time !**

At last.

Bonin tells the others that crucial fact . . he had so grievously failed to understand . . himself.

02:13:42 (Captain) Non, non, non... Ne remonte pas... non, non.

No, no, no... Don't climb... no, no.

02:13:43 (Robert) Alors descends... Alors, donne-moi les commandes... Ã€ moi les commandes!

Descend, then... Give me the controls... Give me the controls!

Bonin yields the controls, and Robert finally puts the nose down. The plane begins to regain speed. But it is still descending at a precipitous dive angle.

As they near 2000 feet, the aircraft's sensors detect the fast-approaching surface and trigger a new alarm.

There is no time left to build up airspeed speed by pushing the plane's nose forward into a dive.

At any rate, without warning his colleagues, Bonin once again pulls his elevator control stick . . all the way back.

02:14:23 (Robert) Putain, on va taper... C'est pas vrai !

Damn it, we're going to crash... This can't be happening!

02:14:25 (Bonin) Mais qu'est-ce que se passe?

What's happening?

02:14:27 (Captain) 10 degrÃ's d'assiette...

Ten degrees of pitch...

Exactly 1.4 seconds later, the cockpit voice recorder stops.

= Comments :

Today the Air France 447 transcripts yield information that may ensure that no airline pilot will ever again make those same mistakes. From now on, every airline pilot will no doubt think immediately of AF447 . . the instant a stall-warning alarm sounds . . at cruise altitude.

Airlines around the world will change their training programs to enforce habits that might have saved the doomed airliner: paying closer attention to the weather and to what the planes around you are doing; explicitly clarifying who's in charge when two co-pilots are alone in the cockpit; completely understanding the parameters of alternate law.

And practicing to hand-fly the airplane . . during all phases of flight.

But the crash raises the disturbing possibility that aviation may well long be plagued by a subtler menace, one that ironically springs from the never-ending quest to make flying safer.

Over the decades, airliners have been built with increasingly automated flight-control functions. These have the potential to remove a great deal of uncertainty and danger from aviation.

BUT they also remove important information from the flight crew's attention. While the airplane's avionics track crucial parameters such as location, speed, and heading, the human beings can pay attention to something else.

But when trouble suddenly springs up and the computer decides that it can no longer cope — on a dark night, perhaps, in turbulence, far from land — the humans might find themselves with a very incomplete notion of what's going on.

They'll wonder: What instruments are reliable, and which can't be trusted ? What's the most pressing threat? What's going on? Unfortunately, the vast majority of pilots will have little experience in finding the answers.

Jeff Wise [ abridged ] is a contributing editor for Popular Mechanics and the author of Extreme Fear : The Science of Your Mind . . In Danger.

For a daily dose of extreme fear, [check out his blog](#).

Read more: [Air France 447 Flight-Data Recorder Transcript - What Really Happened Aboard Air France 447 - Popular Mechanics](#)

**Political (food for thought):**

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

**From:** [dave wall](#)

**Date:** 1/4/2012 5:07:04 PM

**Subject:** Japan's Latest Christmas Toy Unveiled

## Japan's Latest Christmas Toy Unveiled

CLICK <http://www.youtube.com/watch?v=vIJINiK9azc>

+++++

**From:** [dennis grabow](#)

**Date:** 1/3/2012 11:26:43 AM

**To:** [RON C](#); [Mark Sztanyo](#)

**Subject:** Two alligators

Two Alligators were sitting around talking, and the smaller Alligator turned to the bigger one & said, 'I can't understand how you can be so much bigger than me. We're the same age; we were the same size as kids. I just don't get it.'

'Well,' said the big Gator, 'what have you been eating?'

'Politicians, same as you,' replied the small Gator.

'Hmm. Well, where do you catch them?'

'Down the other side of the swamp near the parking lot by the Capitol'

'Same here. Hmm. How do you catch them?'

'Well, I crawl up under one of their Lexus cars & wait for one to unlock the Car door. Then I jump out, grab them by the leg, shake the sh#t out of them and eat 'em!'

'Ah!' says the big Alligator, 'I think I see your problem. You're **not getting any real nourishment**. See, by the time you finish shaking the sh#t out of a politician, there's nothing left but an a\$\$hole and a briefcase.'

# 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!*

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