

THE BRIEFING SHEET



www.deltaclippedwings.org

CO-PRESIDENTS: Bettie Asip
Suzi Modisett

EDITOR: Sue Zino
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WELCOME ABOARD

Remember that fundraiser theme we announced a year ago ... "It's Time to Celebrate"?

Finally, we have something to **CELEBRATE** as we have recently finished what we started last fall. Our two online fundraising events are over and, even if you didn't find something you "couldn't live without," we appreciate those of you who checked out our GiveSmart Wine Event and Silent Auction/Raffle websites.

CONGRATULATIONS to our **Grand Prize raffle winners: Stacy Martin and Patti Vilardo. They each won a \$1,000 Delta "Gift of Go" card for travel on the big "D."**

Mil gracias to ALL who participated in support of our charities through your volunteer time, item donations, soliciting items, IHO/IMO donations, cash donations, bids, wins and loses ... it all counts! Mobile bidding had an entirely different effect when "you've been outbid" text was sent at all times of the day. We had 803 items and they all have been sold! AND it is very clear, we love to eat given the success of our food/restaurant category.

YOU made our jobs so much easier and worthwhile. Distribution to our charities will be announced as soon as we reconcile our event proceeds and expenses.

On to another especially important topic, **how do we keep our DCW members engaged and involved?** How can we predict/plan our next "in person" gathering? Unfortunately, we can't do that right now.

Our DCW board is exploring options to possibly come to you through technology ... the ever-increasing use of a ZOOM event. Do you have any ideas you would like to share with us? Have you heard of or participated in a fun-packed ZOOM gathering? Let us know!!! We MISS seeing everyone ... Stay tuned for our decision.

In closing, we are challenging your brains and fun-filled spirits. WE WANT TO HEAR YOUR ONBOARD STORIES! We have a new *Briefing Sheet* section ... AISLE TELL YOU A STORY. Tell us yours!! Hold nothing back. Send your stories to Suzi Modisett or Sue Zino. Don't worry, we'll edit before publishing.

Stay Safe. Enjoy Thanksgiving and Enjoy Your Fundraiser Winnings!

Bettie

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Alone we can do so little, together we can do so much.

~ Helen Keller ~



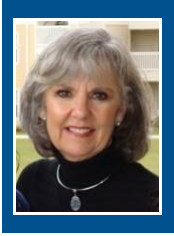
PILLOWS, BLANKETS AND MAGAZINES



Suzanne Nieman's husband, Charles, passed away on October 9th

Address: 2057 Castleway Lane, Atlanta, GA 30345 | niemans@mindspring.com
FA class 08/03/1966 | DCW Co-President 2001-2003

Online condolences may be posted at <https://www.dignitymemorial.com/obituaries/tucker-ga/charles-nieman-9607492>



Mary Jane Ramsey, mother of Linda Ramsey (Ford), passed away on October 26th. Mary Jane was 101-years old.

For those wishing to do so, in memory donations may be made to: First United Methodist Church of Athens, 327 North Lumpkin St., Athens GA 30601 | <http://athensfirstumc.org>

OR High Shoals Health and Rehabilitation Center, 3450 New High Shoals Rd., Bishop GA 30678

Linda's address: 251 Sonata Circle, Pooler, GA 31322 | lramsey21@aol.com | FA class 11-24-1969

Online condolence may be posted at <https://www.harwellfuneralhome.com/obituary/Mary-Ramsey>

SUNSHINE CORNER

CHAIR Carol Ellington • caepru@bellsouth.net • (678) 293.5912

Please continue to send Carol and Sue Zino (sszino45@gmail.com) any information regarding life events, so we may share it with our members.



"AISLE" TELL YOU A STORY...

By Betty Hammack McCann



These are the confessions of an old airline stewardess. You will notice I refer to myself as a stewardess simply because that was my job title back in the days of my employment with Delta (1953). I was never called a flight attendant.

I flew at a time before jets took over and before the major airlines moved from Chicago's Midway Airport to O'Hare. I was employed by Delta when they first merged with Chicago and Southern Airways. The routes Delta/C&S flew went as far north as Chicago, west to Dallas/Fort Worth and south to the Caribbean and Caracas, Venezuela. The largest plane I flew on was the DC-7 which carried a full load of 67 passengers and two stewardesses. Other equipment I worked included the Convair 440, the Constellation, the DC-6, and the DC-3 ... the old workhorse.

During those days of air travel, we had time to make seat charts, tag and hang coats, pass out magazines, offer pillows and blankets, and serve individual hot meals one tray at a time.

On trips from Caracas to New Orleans, we served steaks "cooked to order" before the passengers boarded. At times there was a mix-up on an order; a passenger would claim he had asked for rare, and all we had was medium. What did we do? We simply took the little "medium" stick stuck in the steak and replace it with one that said "rare." Yes, it was a bit devious, but the passenger remained happy.

I also flew into Havana before the time of Fidel Castro. In those years it was the custom for the Captain to deplane first. So while taxiing to the gate, we had to make an announcement advising all passengers it was the custom to stay seated until the Captain left the plane. He would leave the cockpit, walk down the aisle and down the ramp which had been rolled up to the plane. He would then be met by the agent on duty; no passengers moved before then.

This custom had been in practice since the time of sailing ships when captains would arrive and tell the custom officials whether any illnesses or death were to be reported. Not having traveled to Cuba for over 60 years now, I don't know if this airline procedure is still in practice or not ... I doubt it.

Some of my flights were over water, so we had to do a life vest demonstration. On one occasion we ran into some turbulence over the island of Hispaniola (at that time called Ciudad Trujillo). The flight was from Santo Domingo, Dominican Republic to Port-au-Prince, Haiti. One passenger jumped up, grabbed a life vest and inflated it. That leg of the flight was over land. He was the only passenger I ever had who inflated a life vest.



The background picture, painted by Betty, is her first uniform.

- ✧ Rule one: Never inflate a vest before leaving the plane.
- ✧ Rule two: It's certainly not necessary to inflate ones' vest over land.

Back in the fifties, stewardesses were monitored/evaluated by a chief stewardess through a checklist. Our uniforms were fitted by a tailor and consisted of a skirt, blouse, jacket, hat, navy blue high-heeled shoes and a shoulder purse of our own choosing. No slacks were worn, and hair could not touch our collars. And, yes, we had to wear a girdle regardless of our weight which could not exceed 132 ... woe be to the stewardess who exceeded that limit!!

There were summer and winter uniforms as well as a uniform coat and raincoat. While in flight, we were allowed to remove our jackets and switch into low heeled shoes; however, the perky little hat we had was never to be taken off even in flight.

Back in the 1950s not all air terminals were air-conditioned. I remember the New Orleans airport was a large Quonset building; only the restaurant was air-conditioned. In the summer, wearing our uniform jacket on the ground in New Orleans was miserable with the heat and humidity.

Also, at that time, most airlines had a mandatory retirement that no stewardess could work after her 32nd birthday; marriage also meant immediate retirement.

Did I ever have famous people on any of my flights? Yes, but some of the names may no longer be familiar to this generation: Groucho Marx, Eva Marie Saint, Greer Garson, Hedda Hopper, just to name a few.

Flying for Delta in the 50s was a wonderful time for me. I wouldn't change it for the world.



PAUSE FOR A MOMENT

CO-CHAIR • Evelyn Curtis
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It is November and the leaves are falling from the trees as we prepare for a change of seasons. And just like in nature, we experience seasonal changes in our lives as well. Change makes you think of things that once were and makes you realize you have a lot to be thankful for.

During this year of COVID, our lives have been full of change. Thankfully, we have some changes that are good ones. One of the many things I am thankful for is my husband, David, is healthy after a cancer scare earlier this year. This health scare led to David deciding to make a big change. He was one of the thousands of Delta employees who retired on August 1st. It was Delta Air Lines that brought us together over forty years ago. Now, we will be a retired Delta family.

Our lives as Delta employees were an intricate part of our sons' lives. Some of you may remember the times David and I would meet in the parking lot to hand-off the boys so the other one could go to work. We looked at it as a job, but our sons saw it as an intriguing way of life. Our children endured the long schedules and admired us for working at Delta and were always very proud to say, "our parents work for Delta" ... just like many of other employees' family members did and still do.

We endured because of our close Delta family connections. The jumpseat therapy I received over the years was the best advice anyone could receive, and it saved us a lot of money on therapists. 😊 We were, and I pray will always be, the village that every family needs. We worked for one of the best companies in the world. Delta cared for us and we cared for it in return. Our children saw that too, which is why many employees have children that work for Delta today in some capacity. If they do not work for Delta, they work for a company with the same core values. They knew what it was like to work for a great company and found comfort knowing that in rough times, things would be alright. We as parents, aunts, uncles and friends were teaching our children and other family members valuable lessons without realizing it.

I want to share the tribute our son, Matthew, put on Facebook when David retired:

As many of you know all too well, I have had a deep, thoroughly nerdy love of aviation ever since I was a young child. That love would not exist if it weren't for my parents' long and storied careers with Delta Air Lines. In particular, my dad's Delta career has been the catalyst for my love of airplanes (well, besides regional jets). Most of my oft-observed aviation knowledge, such as the flap settings for various airplanes or the frequency of derated takeoffs, came either directly or indirectly from my dad. But more importantly, my brother Daniel and I do not exist if my mom and dad did not meet through Delta.

Today, after a combined 80 years of service, the Curtis family's service to Delta will come to an end with my father's retirement. My dad's career was one that stretched from the ramp in Bermuda to the terminals of Boston to the operation centers of Atlanta. From the Douglas DC-8 and the Lockheed L-1011 to the Airbus A220 and A350s - and of course, the venerable, ever-frustrating MD-88. After 46 years, seven CEOs, three mergers, two Atlanta airports, and a countless number of thunderstorm-induced disruptions, my dad will say farewell to Delta, the Operations/Customer Center, and ground delay programs. While I am thrilled both of my parents will now get to enjoy retirement, it will be a little bittersweet to know there won't be a Curtis representing Delta anymore.

Congratulations on a well-earned retirement, Dad! You are cleared to sleep in whenever you want! And unlike the planes you once helped move around, you don't have to spend your post-Delta days sitting in the desert.

The Curtis family is truly thankful for the co-workers that became not only friends, but a part of our family.

Happy Thanksgiving to our Delta family who made going to work an enjoyable experience.

Evelyn



Caring the Delta Way | Helping Delta People in Crisis

The **Delta Care and Scholarship Funds Inc.** is a 501(c)(3) nonprofit available for Delta people. Whether taking care of our customers or each other, Delta people specialize in caring for others ... it's the Delta difference. Helping fellow employees or retirees when facing a sudden, unexpected personal crisis or providing scholarships to help somebody else realize their dream of a college degree, are some of the ways Delta people are reaching out to make a difference.

Now there is a great new way to help boost funds in **Delta's Care and Scholarship Programs** (at no additional cost to you) through Amazon! Amazon donates 0.5% of the price of eligible AmazonSmile purchases made through smile.amazon.com. AmazonSmile is the same Amazon you know and it's easy to set-up. Just go to smile.amazon.com to set your charity to **Delta Care and Scholarship Funds Inc.** You will find it under in the "Your Account" option. Then shop as normal knowing you're helping others in our Delta family who may be in need



High-priority S3A flight days are now available for retirees

Posted on Deltanet | 10/14/2020

Earlier this year, we announced Delta is introducing an annual allotment of S3A flight days for Delta retirees and survivors based on feedback from employees as well as retirees. Beginning today, Delta retirees and pass travel eligible survivors can use the new S3A travel priority.

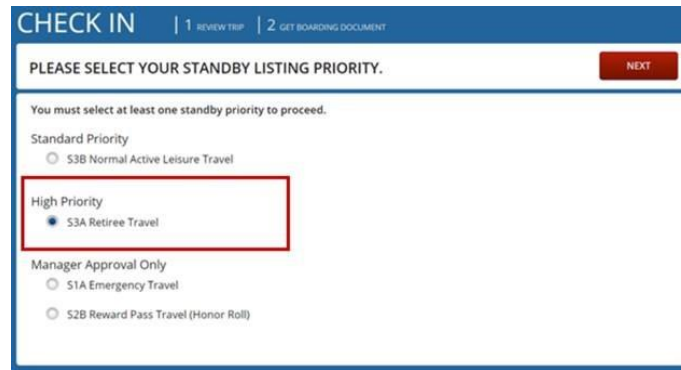
Note: If you participated in the recent 2020 Delta Departure Program and are eligible for retiree pass travel privileges, your S3A passes will be available beginning one year after the retirement or separation date and after completing the one year of active employee pass travel privileges that are part of that program.

How S3A standby priority works

All current and future pass travel eligible Delta retirees and their eligible pass riders will receive an annual allotment of six S3A priority flight days a year for each eligible pass rider. Your pass allotment will renew each year on your pass anniversary date.

Eligible pass riders include the retiree, spouse/domestic partner/travel companion and dependent children under age 24. Parents and nondependent children are not eligible to receive S3A flight days.

The S3A priority will be based on your pass eligibility date. On the date of travel, S3A can be used by a retiree or their eligible pass riders, to move ahead of S3B pass riders on the standby list, and other retirees, Endeavor and Wheels Up pass riders who are also eligible for S3A. To use your new pass priority, you will make the selection when you check-in for your flight through the normal check-in process.



We hope you enjoy this enhancement to your retiree travel. Thank you again for your contributions to Delta. Please stay safe and be well as you enjoy retirement.

If you have questions about your new S3A standby priority allotment, submit your question to Ask HR. (Note: You need to login to Deltanet to access the "Ask HR" site.)



Source: DELTA PERKS found under BENEFITS tab on Deltanet

With the holidays just around the corner, don't forget about the great discount we receive on FedEx shipping: FedEx offers Delta employees and retirees a **75% reduced rate** for shipping personal items. Shipments must be dropped off at any FedEx manned location to a FedEx employee, during working hours and conform to the requirements listed below. Applicable rules and regulations for shipping may be outlined below:

Discounts

- Discounted services include:
 - * Standard Overnight
 - * Priority Overnight
 - * 2-Day
 - * International Priority
- Services that are **not discounted**:
 - * Ground
 - * First Overnight
 - * Express Saver
 - * International Economy
 - * Other misc. international shipments including international first and international next flight.
 - * Special handling fees associated with residential deliveries.
- Retirees pay \$6.00 minimum or the airline retiree discounted rate, whichever is greater.
- Packages with an actual or dimensional weight greater than 150 lbs. may not be shipped at a discounted rate.
- **Only shipping charges are discounted; declared value charges and additional service or handling fees are not discounted.**

Payments

- All payments must be paid for at the origin FedEx staffed facility by credit card. **No FedEx account numbers** may be assigned.

Airbill Information

- Employee/Retiree ID and 2 letter airline code (DL) must be entered in the reference section of the domestic airbill and international air waybill.
- To receive the airline retiree-shipping rate, the signature release portion of the US airbill must be signed.

Claims

- Retirees may file a claim if their shipments are lost or damaged and do have the option to purchase declared value, which is not discounted.
- Retirees may not request refunds under FedEx's' money back guarantees.

Delivery Attempt

- In the unlikely event the shipment cannot be released on the first attempt, a delivery notice is left and the shipment is held at the station for pickup.

Inquiries and Tracing

* If you have questions or want to open a trace about discount shipments, call FedEx Customer Service at 1-800-GO-FEDEX during the following hours: * 6:00pm to 8:00am MO - FR, * After 1:00pm on SA, * All day SU

Restrictions

- **Discount shipping is for personal use only and must not be used to conduct any type of private business.**
- Shipments must not exceed an aggregate weight of 150 lbs. and/or must not exceed 10 individual pieces tendered in a 24-hour period.
- Shipping privileges of abusive retirees will be suspended.
- FedEx may limit package acceptance 90 minutes prior to station closing. Additional acceptance time frames may also be limited during Peak Season, which is approximately November 1st through December 25th.
- **Embargo:** Personal shipments **may not originate** in any of these countries: Belize/BZ, Bonaire/AN, Cape Verde/CV, China/CN, Colombia/CO, Czech Rep./CZ, Ecuador/EC, Egypt/EG, El Salvador/SV, Ghana/GH, Greece/GR, Guyana/GY, Honduras/HN, Hungary/HU, Israel/IL, Jordan/JO, Kenya/KE, Liberia/LR, Nicaragua/NI, Peru/PE, Philippines/PH, Romania/RO, Russia/RU, Senegal/SN, South Africa/ZA, Turkey/TR, Ukraine/UA, Vietnam/VN.

Services Offered

- US domestic shipments: FedEx Priority Overnight, Standard Overnight, and FedEx 2Day.
- International Shipments: FedEx International Priority.
- All other FedEx services are available at list rates.



MEMBERSHIP

VICE PRESIDENT • MEMBERSHIP & WEBMASTER
Suzi Modisett • tsmodi@bellsouth.net • (404) 355.6559

Important Note: If you did not renew your membership by October 31st, this is the last newsletter you will receive and you will no longer receive DCW general news emails. Keep in mind, you may renew anytime during the year to restart DCW communications.

CONTACT CHANGES: We prefer you to make any changes to your online profile yourself. However, if you have trouble doing that, contact Suzi Modisett (tsmodi@bellsouth.net) or Sue Zino (sszino45@gmail.com).



WELCOME NEW MEMBERS



We will not be printing a hard copy of the RED BOOK (directory) this year as we have switched to an every other year printing, so you may want to put the following list in the back of your current 2019-2020 directory.

[R] Terrence Dimter (Alain Mallette) FA class 12/28/1993, BD 10/03 3410 Alexander Rd. NE, Unit 433, Atlanta, GA 30326 dimter4614@bellsouth.net, C (404) 310.4195
[R] Donna Wilson Inouye (Gene) FA class 04/30/1979, BD 03/15 2219 South Blvd., Houston, TX 77098 donna.w.inouye@gmail.com, C (832) 755.3131
[R] Linda Mae Klein FA class 02/27/1991, BD 12/20 2155 Kings Tree Way NW, Acworth, GA 30101 lklein1@comcast.net, C (770) 314.6982
[R] Kimberly Kanter Lloyd (Michael) FA class 01/29/1987, BD 05/28 511 Oak Hill Ct., Fort Wright, KY 41011 flightstew12@gmail.com, C (859) 250.7130
[R] Mary Lou DiAngelis Maraganis (John) FA class 06/02/1980, BD 08/12 69 Concord Dr., Webster, NH 03303 maryloumaria@yahoo.com, H (603) 746.4036, C (617) 216.5782
[R] Caroline Rowan Miller (Jim) FA class 09/17/1979, BD 06/17 372 The High Rd., Waynesville, NC 28786-7872 crmiller657@gmail.com, C (706) 767.0506
[R] Kristine Wittmer Noonan (Rick) FA class 09/01/1985, BD 04/03 1615 N Pennsylvania St. - #215, Denver, CO 80203 krisnoon1@gmail.com, H (678) 416.2853, C (770) 630.7027
[R] Carol Easton Rubino (Jim) FA class 02/02/1970, BD 09/23 33454 Ridenour Rd., Dowagiac, MI 49047 carol.rubino@gmail.com, H (269) 978.8494, C (952) 250.1248