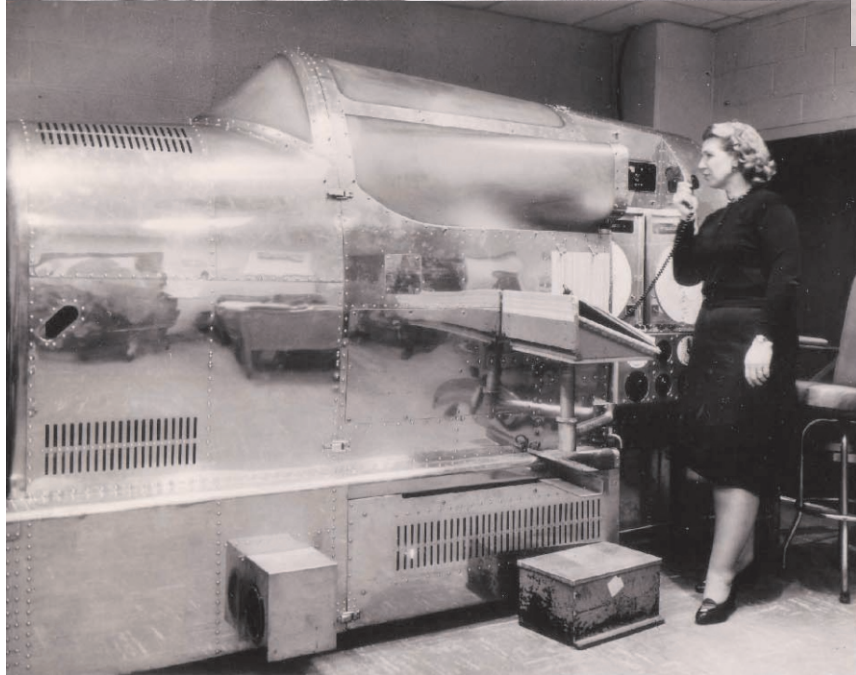




Patricia W. (Mother) Malone Nomination Application to the Georgia Aviation Hall of Fame April 7, 2009



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Introduction of Patricia W. (Mother) Malone

Excerpts from TWA Skylines Volume 44 Number 12 June 8, 1981

Pat gives much of the credit for her unique position in aviation to her father, a radio engineer who traveled to the Antarctic with Byrd in 1939 and who, she recalls, “was excited about the world and what was in it. I was brought up with an adventurer; and consequently, I was never faced at home with any of the attitudes that you shouldn’t do this or try that because you’re a girl”

The result was an insatiable curiosity and an equally burning desire to disassemble ideas, theories, practices, and procedures to see what makes them tick – and to find out whether they could be made to tick better.

One of the first things I learned was that if you don’t understand what your pilot was thinking about, it was very difficult to interest him in performing well in these particular areas, says Pat. “Instrument flying was relatively new then, and many pilots had been brought up on the white silk scarf, open cockpit, helmet and goggles routine; accustomed to leaning over the side of the airplane, and if they could see a barnyard, a railroad track, a steeple or a flag, they’d know where they were.

The Link was a new concept, and for pilots that day – unless they were really thinking hard about it – it was a difficult, annoying, frustrating thing to do. Seat-of-the-pants flying was the only way a man lived and it was very, very hard for many of them to buy anything else.

Almost immediately she decided that, “If I’m going to teach, then I’m going to have to understand what this man is thinking, how he’s feeling about it and see if, with words, I can’t make him accept, understand and realize what I’m trying to do – not for me, but for him.”

It is with the most heart felt pride that I, Charles M. Schramek, on the behalf of Delta Air Lines and the Pilots she has served, nominate Patricia W. (Mother) Malone to the Georgia Aviation Hall of Fame based on her extraordinary contribution to the education and caring of thousands of pilots during her 50 plus year career.

Supporting information

Patricia (Pat) Malone is known by thousands of pilots, flight instructors, and aviation professionals as “Mother Malone”. While I have not found the specific pilot who started “Mother Malone”, I can surmise it was due to her extraordinary professionalism and caring of every pilot/aviation professional she has ever taught. In a career that has spanned more than 50 years, her guidance, wisdom and teachings has vectored many pilots on those dark stormy nights. Webster’s definition of Aviator states the following:

Function: *noun*

: the operator or pilot of an aircraft and especially an airplane

I personally believe in Pat’s case Webster needs to change this definition to the following:

Aviator: An individual who instills their knowledge of aviation to others such that the aviation community benefits more than time will ever tell.

Mother Malone has spent an entire career benefiting each and every one of us. Ranging from training military pilots who in turn defended this country flying aircraft carrier missions with the F4U Corsair, SDD and SV2, to helping a brand new ground school instructor stand up in front of a group of senior L1011 Captains without embarrassing himself, everyone who has come into contact with this aviator has benefited.

Pat Malone’s reputation reaches far beyond the Pilots she has taught. It was common to hear Pat on the phone providing guidance to Jeppesen on charting issues as well as a gentle counseling to a new FAA inspector. Probably one of the key attributes of Pat’s teaching is her ability to win the hearts of those she is working with. It was never a lecture but rather a learning experience that gave room to a life long friendship.

As part of this application I gathered testimonials as to why Mother Malone should be inducted into the Georgia Aviation Hall of Fame. Within minutes of my request going out, my e-mail started to fill up. While I have always admired the skill and talent of Pat and was extremely fortunate to be mentored by her, to hear from “her pilots” has been truly a special experience. To read how Pat still holds the admiration of those she has touched is truly a testament to what she has done for the aviation community.

From these testimonials I have picked out just a few phrases that in one way or the other were common throughout the testimonials received:

- ❖ The finest instructor I have ever had
- ❖ Knows her stuff
- ❖ Knew how to get and hold your attention probably better than any other instructor I have ever had

- ❖ Caring individual who loved her pilots
- ❖ Always there to support the pilot group, day or night
- ❖ She wrote the book
- ❖ Made crusty old Captains shake in their boots and they respected every word she said
- ❖ Everyone who met her thought she hung the moon
- ❖ All the pilots where her family
- ❖ She made me a better pilot
- ❖ She is a friend of every aviator
- ❖ One of a kind
- ❖ She was active and very effective in the air safety field and her efforts were recognized throughout our entire industry
- ❖ May very well have saved many lives by her extraordinary teaching methods and emphasis on flying safety
- ❖ God Love that wonderful lady whose knowledge of the FAA rules and regulations made every cockpit a safer one and every pilot more secure

As an addendum to this application I have included each testimonial for everyone's viewing pleasure.

Career History

As stated in the excerpts from the TWA article, Pat's aviation roots extend back to her father in the late 1930's. The following is a summary of a career that still touches many of us in the aviation business today:

1942 - Graduated from Radio Training School. Hired as a Radio Engineering Aide, U.S. Signal Corps Laboratory, Fort Monmouth, New Jersey

1944 - Enlisted in US Navy, WAVES. After basic training at Hunter College, NY was selected for Link Instrument Procedures Instructor School at Naval Air Station Atlanta (now known as Peachtree/ Dekalb Airport). After graduation, was assigned to Naval Air Station Wildwood New Jersey. Trained Advanced Carrier Based Squadron pilots utilizing the Link Trainers in instrument flight procedures.

1946 - Honorable discharged from the USN. Employed as Link Trainer Instructor by the US Air Force at their Air Material Center in Eatown, NJ.

1951 - Employed by Trans World Airlines at Logan Airport, Boston, Mass. as a Link Trainer Instructor. At that time, also had all Boston based American Airlines and Eastern Airlines pilots under contract for instrument flight procedures, radio navigation reviews and academic instruction in Federal regulations and Air Traffic Control procedures.

1960 - Employed by Northeast Airlines to operate their Curtis Wright Dehmel Instrument Procedures Trainer.

1972 - After Northeast merger with Delta Air Lines returned to Atlanta assigned to the Pilot Ground Training Department. Was ultimately given the title of Operations Specification Instructor. Responsibilities included instrument flight reviews, instrument approach charts, Federal Air Regulations, Air Traffic Control procedures and associated material for all Delta pilots, initial, transition, up-grade and requalification. All Delta Flight Control dispatchers were also included. During these years, she was invited to present many seminars to FAA personnel on these subjects. Her programs, which set up presentations by local air traffic controllers in the crew lounges of many Delta bases, emphasized the importance of safety issues in compatible collaborations.

1984 - Transferred to Delta Flight Operations, Her duties included work in the areas of Air Carrier Operations Specifications, as well as Flight Safety issues, Human Factors, Crew Resource Management and incident reporting. She represented Delta on many Air Transport Association committees, serving as Chairman on several.

1994 Retired from Delta with 30 years service as Manager of Certificate Action. Celebrating 50 years in Aviation.

1994 to 2008 - Served as a consultant for the Jeppesen Company in accident investigations as an expert on Approach Charts. Presented academic reviews on approach charts and procedures to several private flight operations departments. Coca Cola. Mead Aviation and Conagra Corp.

Distinctive Honors

- ❖ Honorary member Air Line Pilots Association Council 44 – Atlanta
- ❖ Honorary member Air Line Pilots Association Council 9 – Boston
- ❖ Awarded the “Leather Helmet” Flying Award for contributions to flight safety by the Master Executive Council of Delta Air Line Pilots Association, first time awarded to someone other than a Delta pilot
- ❖ Honorary member of the Delta Golden Wings (Retired Pilots)
- ❖ Awarded the Certificate of Commendation, approved by FAA Administrator David Hinson.
- ❖ 2009 Inductee – Women in Aviation International, Pioneer Hall of Fame

Organizations and Community Activities

Delta Pioneers, Inc.

Served on Executive Board from 1995-2002. Elected as National President for three years. Served on Advisory Board until accepting nomination as National President for 2005-2006

American Business Women's Association (ABWA)

Active member since 1975. In 1986, was elected as National President of this 100,000 member organization. In 1985 was selected from among 2000 candidates as a Top Ten Business Women of ABWA. Still active in local chapters and the Atlanta Area Council.

Goodwill Industries of North Georgia

Served on the Board of Directors and on the Advisory Board to present. Very active in volunteer efforts for the Goodwill Book Sales.

YMCA of North Georgia

Was selected as the Cobb County YWCA Woman of the Year in 1988. Served on the Executive Board for three years.

Volunteer:

American Red Cross Blood Drives

Habitat for Humanity

1996 Olympics

Juvenile Diabetics Fund Raisers

Poll Manager Cobb County

Georgia Aviation Hall of Fame Eligibility

❖ **Candidates must have made outstanding and lasting contributions to the advancement of aviation or manned space flight.**

- At the core of Pat's career was the education of pilots. In her Delta career alone, Pat Malone stood before more than 10,000 pilots. Each and every one was her pilot. She would do anything and everything to make each and everyone of them the best pilot possible.
- Pat educated pilots on instrument procedures at the birth of low minimum operations. Her career has spanned from low-frequency range orientation (A and N) approaches to Category III ILS to 300 RVR. All this time she was seen as the subject matter expert.
- Pat was also at the birth of Crew Resource Management (CRM) and Human Factors as we know it today. Her ability to understand what a pilot was thinking and her unique understanding of what makes a pilot tick made her just that much better of an instructor.
- Besides the extensive career summary detailed above the following are a few additional quotes from the TWA Skylines article:

Not a Sound in the Room

Recalls Delta Capt. Bill Brown, "The first exposure we had to this gal, everybody sort of walked out of the class shaking their head in wonder...It's pretty hard not to think she hung the moon, once you know her. She has a way of dealing with the pilot group, so much that there's not a sound in the room when she's talking.

I mean, it's amazing, because pilots are notorious for making remarks and jokes in the classroom. It's not really the environment they are happy with, but she's able to maintain an interest level that's so high people feel embarrassed if they do get out of line."

Anthony Brunetti, now Director Flying Tigers, knew her when they were both a Northeast. He comments: "Pilots are a proud lot, and if you don't put instruction in exactly the right context it could be resented. She never had that problem. She has tremendous knowledge of her subject and has just a super way of getting it across."

Eastern Capt. Bruce Putney, an L1011 instructor, agrees: "There's not a speck on that Jepp chart that she doesn't know all about, and there are not many people like that."

- There are numerous letters from individuals ranging from Corporate Vice Presidents to Line Pilots. Addendum II contains a few examples of the many accolades of Pat's professional conduct. All have the same theme:
 - Outstanding knowledge
 - Appreciation of truly being a better prepared pilot to operate the line
 - Extraordinary professionalism, dedication and leadership
- ❖ **Candidates must have a residency tie to the state of Georgia.**
 - Pat Malone has resided in Georgia since 1972. Besides being a dedicated employee of Delta Air Lines, Pat has been a civic leader as detailed under Organizations and Community Activities.
- ❖ **The Candidate's contributions to aviation may have been in Georgia, nationally, worldwide or while a resident in Georgia.**
 - Pat Malone has dedicated her career to making better aviators. She has done this in various locations within the United States during her military training career, TWA career, Northeast career, as well as concentrated in Georgia during her 30 years with Delta Air Lines.

Conclusion

Patricia W. "Mother" Malone has dedicated more than 50 years to the betterment of thousands of pilots. The attached testimonials are rich with the admiration that is only bestowed to some who has made a difference. Mother Malone has been recognized by the Federal Aviation Administration, Air Line Pilots Association, every air carrier she has ever worked for and most importantly the aviators she has guided during her lifelong commitment to aviation.

Inducting Patricia W. "Mother" Malone to the Georgia Aviation Hall of Fame will certainly be a crowning moment for a person who has dedicated her professional life to making better aviators and a fitting addition to the current inductees.

A somber note to this application, Patricia W. "Mother" Malone, passed away in 2008. However, even in death she passed along one more gift to all of us. It was a traffic accident that took Pat's life. A young student driver with his parent in the car inadvertently turned in front of Pat as she returned from church. During the family remembrance portion of the funeral Pat's daughter delivered the final lesson.

The story was of a dog falling into the water while playing and how this relates to a missed approach.

As the family dog was playing by the lake shore it was getting very close to the seawall while chasing a ball. The next thing you know the dog fell off the wall into the water below. At first there was a moment of excitement as the dog was thrashing in the water followed by a moment of calm. The dog then swam to the shoreline and exited the water. It shook itself off real hard and then right back to playing. The only difference was the dog now kept a little further from the wall.

Now as it relates to a missed approach. There you are flying an approach (playing by the lake shore). Everything is going as planned. Suddenly you realize that you are off course (just fell in the water) and must execute a missed approach to remain safe (moment of excitement). You fly the missed approach procedure (calming moment followed by swim to the shore) and regroup for another approach (shake off the water). Leave the past approach behind and only take the lesson learned to fly the next approach staying on course (go back to playing with only the lesson learned).

Pat's family's wish was for the student driver and his parent was to now shake this off and only take the lesson learned. Everyone has missed approaches in life. Used correctly they make us able to better navigate through the challenges each of us must face.

Respectfully submitted,



Charles M. Schramek
General Manager Quality Assurance and Compliance
Delta Air Lines
(404) 715-1112
(404) 312-8350

June 15, 2007

Dear Chuck,

I absolutely endorse Pat Malone as a nominee for the Georgia Aviation Hall of Fame. She was one of the first speakers to my new hire class in January of 1977. And I can't count the number of years she spoke to and gently humbled the grizzled old pilots in Ops Specs class during recurrent. The depth of her knowledge was beyond amazing. This would be another well deserved award in her amazing career.

Sincerely,

Captain Mark Holmquist
Lead Line Check Pilot
Boeing 777

In a specific situation, most people in aviation regulation seem to look first for ways one may have violated an FAR.

In that same situation, Pat Malone looked for ways one did NOT violate a statute but instead operated legal with the passenger's safety in mind. That made her Mama Malone.

Bob Hall Retired (7/96) ATL B-767

Dear Chuck,

Every "low vis" day of my career I sat #1 for takeoff wondering if I was legal to go. Other carriers went before me but they didn't have the Malone factor working for them. I did and, with the help of other sharp minds in the cockpit we were able to make a decision. I would have felt better with Pat in the jump seat, a lot better. Definitely give her my vote!

Sincerely,

Capt. Tom LeBoutillier, Flight Instructor, retired

I believe that Pat Malone is a perfect candidate for nomination to the Georgia Aviation Hall of Fame. Pat's dedication to assuring that each of us Pilot's at Delta were the best informed when it came to regulations etc. was exemplary. I sincerely feel that had it not been for Pat's effort I would not have been as well qualified for the position I held with Delta Air Lines. God bless her.

Paul Bolan
Retired DAL Pilot

June 15, 2007

Chuck,

I want to thank you for your efforts in submitting Pat's nomination to the Georgia Aviation Hall of Fame. Of all of the people I have known in my aviation career, Pat would be my number one choice for the Hall of Fame. I was hired in March 1970 and flew for Delta for 27 years. While I supported the Northeast Airline merger, I always said the most valuable asset we received in the merger was Pat Malone. Pat was the most knowledgeable person on planet Earth when it came to Ops Specs. She presented the information in such a way to make what was normally a boring but necessary topic, actually interesting. We could call her at any time with questions, and never fear repercussions for our temporary lapses. She could explain in pilots terms how to fly safe and stay legal. She single handedly made Delta Air Lines a safer operation, as all pilots worked harder than ever to maintain their knowledge, so we would not make Pat look bad. Of course we worked hard for our professionalism and for our traveling passengers as well, but Pat made it all happen. She was respected by the pilot group, by Delta as her employer, and also by the FAA. What a wonderful tribute for a wonderful person.

Sincerely,

Gerald Grieser
Captain DFW, Retired

Chuck,

Of course, a pleasure to comment on Pat's nomination.

When I was asked to assume the duties of Pilot Manager of Human Factors for Delta, I developed a kinship early on with Pat Malone. Often, in the midst of scratching my head over how to best address a significant and thorny issue, I walked down the hall to Pat's office, closed the door, and listened to her wise counsel. As I explained the issue to Pat, she would beam and respond "Honey, let's talk". With that, we would line out a plan of attack and without exception, Pat was wise beyond reason and her instincts for knowing how pilots think and act was uncanny. She was able to give wise and appropriate counsel and at the end of the day, I was better able to address these issue and the Delta pilot was better served. In particular, I worked closely with Pat in crafting and implementing our "Human Factor Intervention" program. She was invaluable, having "invented" CRM in the 1940's and 1950's long before we knew it was CRM. Pat just had an ability to cut to the chase and deal with issues in open and honest dialogue.

Now, this was not in her "official" job description but one of the many "offline" services Pat provided to our pilot group and to her company.

Through the many years I've known her, there is no relationship I value more highly than hers. Recently, I asked Pat to come share with our retired West Cobb pilots group and she was as always, appropriate and amazingly contemporary in her comments.

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She is deserving our highest praise and most significant honors.

Most sincerely,

Captain Alan Price - Delta Air Lines Retired
Chief Pilot Atlanta Pilot Base

Georgia Aviation Hall of Fame,

Pat Malone's contribution to aviation is recognized throughout the aviation industry, and she deserves to be inducted into the Georgia Aviation Hall of Fame.

Her contributions are numerous. One example is Pat is one of very few able to explain "Operation Specifications" in a way a pilot (including FAA inspectors) could understand and make the proper decision on approach to an airport in bad weather without the help of a lawyer or a committee in the cockpit.

The Georgia Aviation Hall of Fame would not be complete without "Mother" Pat Malone. Thank you for your consideration.

Sincerely,
Charles E. Knight
Delta Air Lines
Captain (Ret.)

This is a follow-up on the phone message I left. When Pat arrived from Northeast Airlines, I was Program Mgr. on the DC-8 and she was a BIG help to me all the years later I was involved with training or as a line check airman. Her knowledge on ops specs was fantastic. She deserves to be in the Hall of Fame. John Richards

Absolutely!

Nobody ever deserved it more. She was unique in taking a dull, dreary - but very important - aspect of our flight responsibilities and making the subject highly informative, interesting and occasionally even humorous.

I always enjoyed my time with Pat, and appreciated her continuing concern for the "little guys" among us, and those who perhaps could use a little more time and extra help.

Michael N. Wood
727 Captain
Ret. 07/31/95

June 15, 2007

Mr Schramek,

If one looks at the history of Delta Air Lines and the impact that various people have had on the corporate culture it is clear that Pat Malone's record must stand as one of the most positive influences on the operational excellence of Delta Air Lines. Pat came to Delta shortly before I did and there were several times during my 30 years that I called Pat either to resolve an operational issue or even a personal one. Pat understood pilots and knew that personal and operational issues are woven together and can not be separated. Pat is a major reason that Delta pilots enjoyed the professional reputation for operating 24/7 in all kinds of weather and doing it safely. Pat was always about helping her Captains and a safe operation. I guarantee no Captain at Delta would argue with her about the rules we operate under. Even today the people who followed her will quote her and most importantly emulate her attitude. She left a legacy of excellence in the Flight Operations department at Delta that likely will never be equaled. Pat Malone deserves this recognition more than anyone I have ever encountered in my 37 year professional life.

Russell C. (Rick) Bauer
Captain DAL/retired
Jul73/Aug2003

Dear Sir,

Pat Malone has contributed immensely safety and professionalism in the aviation industry. She did this in many institutions & many ways.

At Delta Air Lines she increased the awareness & knowledge level of the pilot force many times over in most all areas of the flying operation. I'll park a B-747 for the final time at the end of this month (May 2007) & look back at many times that knowledge, procedures, and techniques that Pat taught me have "saved the day"

Sincerely,
Robert E. Pfister
Maj. Gen. USAFR (Ret)
MD-11Capt, Delta (Ret)

The best thing that Delta Air Lines got in the merger with Northeast Airlines was PAT MALONE!!!!!!
The best thing that happened to Delta Operations was PAT MALONE!!!!!!

Retirement is great but I miss the likes of PAT.

Little Billy Larson--- BOS 727 Driver

A career of flying undoubtedly pushes you through some pretty dark ominous clouds. Only with guidance from above or his earthly assistance in the persona of Pat did I feel up to the task. The tools of talent, dedication, and some humor or sarcasm she plied daily with love. If Upper Management had been exposed to her training we might still have a Delta instead of a delta airlines!

Pat you or in a class of your own! Captain (with your help) Clyde J Bacon

Hello Chuck,

What a pleasant surprise to read of you backing Pat Malone being inducted into the Georgia Aviation Hall of Fame. All of us whose lives she touched know it should be a so called a "Shoo-in", someone has to make the first move. No one could possibly be more entitled to the honor of admittance then Pat. Her history goes far back to the military and instructing in Link trainers. She was never intimidated. One perhaps little known facet of her career was her brief encounter with Mr. Howard Hughes when he was owner of TWA and Pat was employed as an instructor. In those days TWA had a link set up in a restricted area of Boston (Logan) Airport in view of the public. One day a somewhat scruffy appearing gentleman stepped into the restricted area and Pat had him removed over his objections. Called to the station manager's office she was introduced to the scruffy gentleman who was Mr. Howard Hughes. She told them she could hardly be expected to recognize him with his dirty sneakers. That Christmas she received an anonymous package containing a tiny pair of gold sneakers. It is the kind of person she is that just doesn't elicit any ill feelings. To meet Pat is to remember her forever.

I retired in 1994 and I go well back into the Northeast Airlines days where Pat taught us Ops Specs along with a trainer but she was far more than that. She watched over us like a mother hen doing what she could to keep a lot of rambunctious new hires out of trouble, a feat that continued throughout our careers. Many of us brought our brides to be to be scrutinized by mother. Like any mother she was the first we went to if we sensed trouble that might threaten our careers.. Looking back, we adored her and were delighted when upon the merger with Delta her talent was quickly recognized and put to good use. Her

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knowledge of Ops Specs and regulations was encyclopedic and it wasn't unheard of to hear a FAA inspector say "What does Pat Malone say?" I'm not sure what she would say about this well deserved honor. I'm sure she would be thrilled to her very core. I know all of us whose lives were affected by her guidance will be thrilled for her. There will never be another like her.
Captain Tom Tutton, L-1011 Retired

It's not easy to keep a somewhat egotistical and occasionally arrogant group of mostly male aviators spellbound. But that's the power of Pat Malone.

I'm writing to support Pat's nomination for the Georgia Aviation Hall of Fame. She shouldn't just be in it; you ought to name it after her.

I think it's safe to say that no one---man or woman---touched more of us Delta pilots in a positive and professional way than did Pat Malone. We only got to be in her presence---that is, if we were lucky and staying out of trouble---once a year. But in that brief training visit, the knowledge she shared with us on the rules of the road---"ops specs", we called them---was invaluable to maintaining our safe flying operations. When her lecture time was up, we didn't want to leave. We were like a bunch of school kids, eager to hear another story from the teacher we loved.

And if the complex world of airline flying sucked us into a suspected offense that might lead to penalties ranging all the way up to license suspension? That was when we learned the true value of Pat's expertise and outright concern for her "kiddos". She'd study all the facts, collect all pertinent data, contact all involved actors, and take all appropriate steps to save our bacon.

After a near miss that led my crew to wonder, "Was that our fault?", Pat sequestered us in a hotel and told us that she'd uncover the truth on our behalf. I guess she worked most of the night, because by the next morning she told us we were fully exonerated and sent us back on our scheduled duties with huge sighs of relief and gratitude.

A personality as big as a 777, a heart even bigger, and an impact on pilots in Georgia and around the world that is unlikely to ever be matched: That's Pat Malone.

Sincerely,

Doug Wolff
Captain, Delta Air Lines (retired)

Dear Chuck,

Thank you for your efforts on behalf of Pat Malone.

As a Delta pilot from 1970 to 2002, I cannot fully describe the impact that Pat Malone had on our pilot group. She arrived like a Nor'easter after the Northeast-Delta merger and charmed and cajoled the "Southern Gentlemen" with a mix of bombast, common sense, and motherly caring. Her knowledge of the federal regulations and particularly the operational details of weather minimums and "staying legal" brought Delta pilots to the point that other air carrier Captains would base their decisions on whether to take off or land or wait for better weather on what the Delta Captain said on the radio. She was always available, especially in the dead of night, to help each Captain to make the right decision about the weather and the regulations. And frequently it was her counsel that made the difference between a safe operation and a potential disaster. I don't know how long she was at Delta, but her influence is still felt by the legacy she built during her tenure. I feel honored to have known her and to have been taught by her.

Earl N Wycoff
Capt, B767ER, retired 2002

Chuck,

For all the Pilots she helped, for all the information she gave, for all the jobs she saved, for all the phone calls she took at all hours, for all the verbal spankings she gave, and for being there for all us active and retired pilots - Pat Malone deserves to be in every Aviation Hall of Fame but most assured the one in Georgia.

Capt. Art Williams 777 LCA ret.

Chuck Regarding Pat Malone. I have been blessed having Pat Malone as a mentor Especially during my First year with the airline. She was the "mother hen" for all the Class of "66" She intervened for me during an unfortunate incident, saving my career, thus helping to make me the Captain I will always be proud to have been. Pat was the best instructor and counselor I could have ever wished for. She deserves to be in all the Aviation Hall of Fames! Captain Michael D. Green (L10 Capt. Ret.)

**Dave Mac Eachern
25 Congressional Dr.
Yarmouthport, Ma. 02675**

Pat "Mother Malone"

I've been in awe of this lady since I first met her as a new hire with Northeast Airlines in the late sixties. We'd sit in one of those old WWII Link trainers, hood open and Mother standing next to it trying to coax us through a DME arc approach to runway 15 at Boston. Her soothing voice and caustic comments like "Is this approach terminating in Boston or Worcester... Dearie!

Or getting a phone patch to Pat at home while we held over Manchester trying to figure if we were legal to land downwind in VFR conditions while the airport and ILS approach end were below minimums. I can still hear her voice..."Well ya' big dummy if ya' don't exceed the tailwind limit, go land VFR".

Or trying to figure out which way to enter a hold. She always said there's the FAA way and Mothers way. The easiest way was USUALLY the right way. Whether we were right or wrong, Pat was always there for "her boys". How she stayed up with all the FAR's , limitations, Ops Specs, was beyond me. And she always had the "PAT" answer.

If anyone deserves this honor it should certainly be Pat Malone !

Pat Malone has every right to be enshrined in the Hall of Fame, as she has touched the lives of countless aviators by drilling the rules of the road, a very difficult subject, into her cadre of sky pilots. How many times when the chips were down did her message save the day?

Not only did she excel with her family of aviators but she was outstanding in her civic and social activities, a true leader of our time. I feel she would have excelled at whatever endeavor she undertook and I am personally grateful she chose the path that touched my life.

George F Schofield Jr

I remember Pat Malone as a link instructor for NE in the 60's and many discussions we had while I was in the training department. In 1972 when I was Division Chief Pilot Boston & New York, Foy Phillips questioned me regarding Pat Malone. I responded by saying she had a positive effect on the training of our pilots and heartily recommend her, as her knowledge of FAR's and instrument flying was excellent. Further her repore with the pilots was exemplary.

Her employment with Delta has proven this.....Walter F Fieldsa

Hello Chuck,

I first met Pat as a new-hire pilot in A class of 1977. As a former ground employee at Delta, having begun my career in 1972 immediately after the buyout of Northeast Airlines by Delta Airlines, I came to hear about this special lady long before I had the pleasure and privilege of being one of her "students" as a new-hire pilot. My expectations of Pat were very high and she not only met my expectations, she exceeded them. It was interesting to look around at my fellow new-hire classmates and watch their body language change from defensive to completely "at ease" with the teaching style and communications techniques that Pat employed to achieve "buy-in" from these very experienced, mostly military background pilots. Pat was probably the most skillful, knowledgeable instructor that I ever encountered in my 34+years as a member of the Delta Flight Operations team. You could always count on Pat to either know the answer or quickly find the answer.

I can remember sitting on the taxiway early one morning in BOS with several other Delta flights all trying to figure out if we were legal, weather-wise, and equipment-wise to take off. After some discussion in our cockpit (we were number 3 for takeoff), the number one Delta jet announced that after researching the

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legalities, they were ready for takeoff. One of the other Delta flights announced "way to go Delta xxx, Pat Malone would be proud of you!!"

There are very few airline pilots who worked for ANY airline between the 1960's and the 1990's who do not know who Pat Malone is and what she has contributed to airline safety over her career. It is my privilege to add my voice to the many who had the good fortune to know and be taught by Pat Malone.

Sincerely,

Robert D. Moser - B-777 ATL Retired

I have known Pat for many many years and would like to see this award given to such a fine lady and friend of all.

Sincerely,

Loyd Freeman RET.CAPT.DAL

I was a relatively new pilot at Delta when we merged with Northeast, but I could tell that Pat Malone was changing the culture of Delta Air Lines as soon as she took over teaching ops specs. This was a recurrent class that usually made one want to take a nap. There was usually a lot of talking while the instructor was trying to teach. When Pat came to us she made no bones about the fact that she wanted your attention, no, she demanded it.

She made "old crusty" captains quake in their boots. Her pointed questions to individuals made us all feel as though we wanted to hide. Until she took over I don't think any of us took ops specs seriously. I think we were just muddling through until she showed us the importance of her favorite subject.

She showed us that we could make better decisions out on the line if we understood how and where to find the answers to those shady "can I go or can't I" times that seem to happen late at night on terrible weather days.

Now we could make a decision and feel with certainty that we were "legal" to land or take off.

With out a doubt Pat Malone deserves the honor of being inducted to the Georgia Aviation Hall of Fame.

Sincerely,

Capt. Lorn S. Bortnem
Original Delta, 1970-2002

PAT IS "ONE OF A KIND" THERE IS NO LIVING PERSON THAT HAS HER HISTORY,KNOWLEGE AND EXPERIENCE. PAT IS AN "ICON" IN AVIATION. I SPEAK AS ONE WHO RECEIVED HER TEACHING AND HER ENCOURAGEMENT. WITHOUT HER HELP, I WOULD NOT HAVE BEEN ABLE TO FULFILL MY CHILDHOOD DREAM OF BECOMING AN AIRLINE PILOT. THANK YOU PAT AND GOD BLESS. CAPT. JOE DEVELIS (RET).

Pat was our initial instructor in the old Dehmel Box at NorthEast Airlines.
All new hires had to have a turn for her evaluation. She certainly knew how to get and hold your attention probably better than any other instructor I ever had. Nobody ever dozed off in her class, because she was extremely well respected and entertaining. No one knew half as much as she did about the Jep Plates and criteria and she could rattle off facts like a preacher citing the gospel. Always a pleasure to be in her class and she treated everyone with respect and dignity at all times. Truly a great lady who deserves the award.

Carl Larson NEA/DAL 07/15/68

Richard Gruetter, Founder
1880 Macland Woods Dr.
Powder Springs, GA 30127
constitution1776@bellsouth.net
<http://pocusa.info>



May 4, 2007

Dear Chuck,

I retired as a Delta pilot January 1, 1996. Of my 28 years as a pilot, approximately 17 of those years were spent in the Flight Training Department. I knew Pat Malone very well. She was always available for help and advice any time I called on her.

Pat was a gifted educator. She had the ability to take an important (and generally boring) subject like Ops Specs and make it fun. She always went the extra mile to assure we had a good working knowledge of our regulations and operating procedures for the benefit of our's and our passenger's safety, and to uphold the integrity and reputation of Delta Air Lines as an airline that could be totally trusted and relied on. She truly had a deep and abiding love for all "her pilots", our passengers, and our company. We didn't call her "Mother Malone" for nothing – as she truly earned that reputation and we all loved her for it.

Mother Malone was like a mother hen brooding over her chicks. She ran a tight ship in her classroom. She spoke our language and it didn't take long to learn to never cross her – she earned our respect and became one of the guys. No one ever knew his or her subject any better than she did and she had a keen ability to put it in operational terms like she was one of us. She always had high expectations and demanded excellence from all – and she got it.

Pat Malone is truly one of those rare individuals who's enthusiasm, exceptional knowledge, and ability to teach a subject which had been historically boring, is unmatched. She was always well respected and on the leading edge of change in our industry. Couple that with her love for "her pilots", our passengers, our company, and our profession in the process of

maintaining the highest of standards, and you have a unique lady who has truly *earned* a place in the Georgia Aviation Hall of Fame.

Sincerely,

Richard Gruetter, Delta Captain, retired

It was a funny looking blue box with stubby yellow wings known as the LINK TRIANER: Waiting for me to climb aboard`was Pat Malone, recently hired from TWA. Ten minutes into the bi annual practice session I realized that here`was an individual who really knew her stuff. Errors that were made were quickly snuffed with an audible gentle reminder not to do that again! As the months rolled by Pat had a direct contact with all aircraft whose pilots may have had QUESTIONS about ANYTHING to do with approaches or minimums. There never was a minute's delay and we all had the answers. God Love that wonderful lady whose knowledge of The FAA Rules and Regulations made every cockpit a safer one and every pilot more secure. Her outstanding contribution to aviation more than qualifies her for representation in THE GEORGIA AVIATION HALL OF FAME.

Wm. R. Waters, Captain, DAL,(Ret)

June 15, 2007

To whom it may concern:

While writing this letter the thought came to me that Pat Malone may very well have saved many lives by her extraordinary teaching methods and emphasis on flying safety while educating the Delta Pilots about the importance of always adhering to the letter of all written OPS SPECS.

Pat was always the exemplary instructor of professionalism, and she always made the lectures interesting and enjoyable and therefore we learned the rules and could apply them in our professional daily flying.

Without a doubt, Pat Malone was one of the finest and probably the very finest and most important teacher I have ever had in all of my life. That includes teachers at the post-graduate university level and U.S. Air Force instructors and teachers.

The words that come to mind when I think of Pat Malone are professional and exemplary.

Sincerely,

Captain William F. Kerschner[Retired]
MD11-PDX

I retired after 37 years of service as the senior pilot for Delta Air Lines and would like to support Pat Malone's application to be inducted into the Georgia Aviation Hall of Fame.

Pat came to us with the Northeast merger and was one of the greatest assets of the union. She instructed countless Delta pilots over the years and was truly an expert in the field of regulations and op-spec's.

She was active and very effective in the air safety field and her efforts were recognized throughout our entire industry.

She is deserving of the highest praise and I wholeheartedly endorse her candidacy.

Sincerely,
Joseph G. Oliver
Captain-Delta Ail Lines-Retired

Sir,

I would like to add my support to the nomination of Pat Malone to the Georgia Aviation Hall of Fame. I have been a professional aviator for nearly forty years. I can honestly say that Pat has had a positive influence on more aviators and outcomes than any one person I have ever known.

She was able to convey to many that safe, efficient, and effective flight isn't an accident. Wisdom gained by a thorough knowledge of systems, procedures, and resource management always leads to success.

Pat never ceased to encourage others. She was always available to answer even the most difficult questions. She is a true friend to every aviator. Simply, she is the best of the best! Irreplaceable! She is a "character" with character. She is one of a kind! She belongs in the Georgia Aviation Hall of Fame.

Tom Wright
Captain, MD-11 (retired)

After thirty + years with Delta, I sat through many of her classes. I felt very dumb in the beginning but got a little smarter as the years passed by. Just when I thought I had it all down, Pat would throw a "What are ya gonna do" at us. I always was caught with my pants down; but I left her class feeling a little smarter. I still, however, knew my zipper might not be where it should. She kept me "heads up" forever because I could never know it all. When Pat gets selected to the Hall, I will raise a glass to the sharpest Ops Specs person in the world.

Gary McBride
Capt, 727 to the end

I started at Delta Air Lines April 11, 1966 when I was 26 years old. I have been in a lot of Pat Malone's classes in my 33 years. I found her to be so smart in flight operations, that she should have wrote the book. She knew how to keep our attention and made learning so easy. She could have been a professor at any college. All of the pilots were her family members and she really cared

about us. She is one great lady and I feel lucky to have been one of her boys. Captain Mike Floyd, B767 Retired 1998.

Pat Malone was one of the finest instructors I ever had.

s/ Capt. Howard Wolf - Delta, B767 ret.

Chuck, I'm a retired pilot in Dallas. Flew with Delta from 1961 to 1994 (the good ol' days) I like many others loved Pat. She knew her stuff and knew how to impart that knowledge to others. Along with that she was a very caring individual who loved her pilots. I think it would be a wonderful idea of nominating her for the Georgia Aviation Hall of Fame. You sure have my vote and please tell Pat I said hello the next time you see her. Sincerely, Capt. Charlie May 000802

Delta acquired Pat Malone just as I was checking as Captain, she was without a doubt the biggest help I had in my career with Delta. I don't know of one Delta pilot that would not agree.

James T. Addington
Captain Retired

Until Pat Malone came along Ops Specs was just glossed over as a subject. Pat had the experience and the background to take it to another level. When Pat came to Delta Air Lines we were the only airline teaching Ops Specs as a primary course of recurrent. For those of us as line pilots it was a welcome relief to have help in deciphering the complexity of Jeppesen data. It also helped in the area of what we were legal to do. In the real world it was often the norm to follow what the Delta pilots we going to do because they knew the rules. Thanks to Pat Malone.

Best regards,
Bob Lomba , Delta Pilot (retired)

She was the authority and a legend on OPSPECS and FAA regulations. More than once she had to explain the latter to the latter. Her commanding presence and expertise was difficult to fault as some government officials found out. Stout hearted inspectors who challenged her were sometimes humbled; the faint of heart usually opted for coffee instead of a confrontation.

When I say legend, I mean throughout the industry. It was not uncommon on a marginal weather day where "take-off/legality" was questionable for other airline crews to give way to Delta to see if they would go. If Delta took-off, they would follow as they knew they were legal to go.

She loved her pilots and woe be unto the big bully who bad mouthed Delta or one of her babies.

Lest I leave the impression that she was a steam roller, let me say a more polished lady would be hard to find. She saved the steam roller bit for those deserving it.

Hope this helps flesh out the picture. Am certain you will hear many perspectives and be able to compile a volume.

Regards,
Neil Gatewood
Capt. ret

I first met "Mother" Malone in July of 1968 when I was a new hire with Northeast Air Lines. Our classroom was in the old condemned Winthrop High School in Winthrop, MA and Logan Airport was just across the bay. Pat Malone was the Operations Specifications instructor assisted by another wonderful lady, Liz Sheddon.

I'll never forget our first class with Pat. She was checking the roster of student names and asking each of us a few questions to get to know a little about each of us and our aviation background. One of the last names on the list was "Jim Vadebonceur". After reading Jim's name out loud, Pat arched an eyebrow at him and with a lavicious smile asked Jim if he was "really French". That kind of brought down the house.

When Pat arrived in Atlanta after the Northeast merger she was greeted with a bit of skepticism from the old pilot cadre of Delta. Let it be said that after the first ops. spec. class with Pat Malone each and every pilot who participated left the classroom with a new respect for this woman and over time with an affection that bordered on family love. Hence the appellation of "Mother" Malone.

Pat has been a wonderful example of professionalism, knowledge of her subject and justifiably an Irish artist of New England humor. I am proud to be one of her "children" and a friend and admirer.

Pat never forgot a name of one of her thousands of "children". Even today at the infrequent meetings held among Delta retirees, Pat is always mobbed by the pilots and others that love her so much. She deserves to be member of the Georgia Aviation Hall of Fame and as far as I am concerned, Pat Malone is one of the great ladies of Aviation worldwide.

Captain R. Lind Swenson (Ret, 2001)
4171 Loch Highland Pkwy
Roswell, GA 30075
032 ATL
(678) 642-2635

I would like to add my say for electing Pat Malone to the Georgia >Aviation Hall of Fame. I cannot think of anyone more deserving and who >was more attentive of our needs while climbing the ladder of our careers than Pat Malone. Ops specs to me and I think for others was a dry and difficult to understand subject of which Pat made

interesting with her educated inputs. It is my wish that she may be nominated to the Georgia hall of fame. - Chuck

Thank you for nominating Pat Malone for induction into the Georgia Aviation Hall of Fame. Pat is one of the most deserving persons I can think of. She has been in aviation her entire adult life, with TWA, with Northeast Airlines, and with Delta Air Lines. Her professionalism and her keen sense of humor, have motivated pilots in training for generations. She is most knowledgeable and valued as a consultant in FAA cases, in legal situations as an expert witness, and has counseled thousands of pilots for half a century. I value her friendship and her professional guidance and I strongly recommend her induction.

Sincerely,

David L. Roberts
Captain, Delta Air Lines, Inc., Retired
Lt. Colonel, USAF, Retired

Dave, I think Pat really deserves this promotion. She did wonders bringing us Pilots into the legal realm of Ops Specs. She sure kept us safer and out of trouble with the law.

John A. Bodmer
SLC 767 Capt. Retired

Pat , was the best thing to happen to good old Delta
Gerry Dreiling
L-1011 Capt - retired

Chuck,

Nice talking to you today and I appreciate what you are doing for Pat Malone and her nomination to the Georgia Aviation Hall of Fame.

As I said in our conversation today, during the pilot's yearly retraining or moving to another aircraft, we had a few hours of Op Spec's. It was the most boring class we had during the recertification process. No one looked forward to it

and we talked to each other or took a nap. Every now and then a pilot would ask the instructor to repeat the question or statement.

Then we have the Northeast merger and low and behold, we have a female teaching Op Spec's. I'm sure the pilot's, me included, were giggling to them selves when they heard a WOMAN was going to teach them about Op Spec's, what does she know about it and thinking another long nap session was coming.

Well, Pat arrived and during her first year, she gave us her background about Op Spec's and went forward. From then on and for me, the rest of the pilot's looked forward to attending her classes. Pat has a way with men to make them listen. After that, no one fell asleep in class, would ask questions and stayed awake.

She saved, through her classes, many a pilot's butt through knowing the regulations and applying them, mine included. On this subject, I remember one occasion in CLT, morning takeoff, reporting RVR's with one out, I remembered something Pat had said and talked to the tower. Soon, most of the aircraft departed.

I was also the Safety Rep for ATL at one time and would put an article in the Roar each month. I would always ask Pat if some subject needed to be covered and let her read and correct what I wrote before sending it in.

Pat is very deserving of this reward and I hope she is included in the "Georgia Aviation Hall of Fame".

Link Weis
Hired in 1967 and retired in 2001

Chuck,

I worked with Pat during 1992/1993 when I was working as the System Manager Flight in Atlanta. At that time Pat had already acquired an "industry" reputation as the most knowledgeable individual on most subjects associated with Federal Air Regulations. Not only was she a great resource, but her friendly, direct manner and her persistent professionalism made her a central figure at most meetings within the industry. She was widely respected and her expertise reflected very favorably on Delta Air Lines.

"Mother" Malone was about the best friend a pilot could have, especially if he or she had run afoul of the FAA or one of the myriad regulations. She handled flight violations in a quick, professional manner, and helped many pilots overcome the

emotional trauma of recognizing they were, in fact, fallible. She is a true "people" manager. Someone for whom we have great affection, and a deep respect.

Marty Farber

Hi Chuck,

I would like to share one of many wonderful experiences with Pat Malone.

It started 40 plus years ago, March 1967 when I was hired by Northeast Airlines. At that time all new hires had to take an instrument check in a Link Trainer box. Pat was the flight instrument examiner. I was 23 years old, a new hire and felt the whole world was on my shoulders on this check ride. As I was flying the Link trainer, inside this small dark box, trying my best to do what was required, the side door open slightly, a hand reached in, patted me on my leg and a voice out of no where said "It's all right honey. You're doing just fine, so relax." That is my Mother Malone story. From that moment an ever lasting friendship began with a wonderful human being. Later we also found that we both shared the same birthday, July 4th.

Captain Daniel M. McCue
Retired. 767, 2002

I was hired by Delta on February 3, 1969. Prior to Delta's merger with Northeast, ops specs was taught by Hoyt Butler. Our ops specs classes in both initial ground school and recurrent, consisted of Hoyt standing in front of the class and reading word for word from the manual. There were no, or at least, very few questions asked about what he was reading mainly because we didn't know enough about it to ask, and also because we knew Hoyt would not know the answer.

Then along came Pat. We were shocked at how much she knew and how little we knew. She was a great lady with the patience of Job. An outstanding person and instructor! She certainly got Delta's pilots up to speed in a short period of time. She was always available to take your phone calls when on a trip to answer any question about legality or anything else.

Hope this helps,

**Talmadge Everman
Retired MD-11 Capt
March 1, 2000**

For most of my 28+ years as a Delta pilot, I like all our pilots, was one of "Mother" Malone's kids. She was arguably the "crown jewel" from the Delta/ Northeast merger. She brought clarity, understanding, and support to the evolving complex rules and regulations of instrument flying and operational specifications to our pilots. "Mother" not only held the respect and admiration of the Delta pilots but was also regarded as a consummate expert by both the local and national FAA authorities. Under my "watch" the FAA never took a position without knowing where "Mother" stood on the issue. Her contributions to both Delta and the commercial aviation industry in these fields makes her a terrific choice for the Georgia Aviation Hall of Fame...

Richard Colby, retired Chief Pilot and V.P. Flight Operations

Chuck, please add my name to those who want to have Pat included in the Hall of Fame. She is a true pioneer and deserves the recognition. Ron Mahan, Captain, Retired

Chuck,

You are right when you say Pat should be in the Georgia Aviation Hall Of Fame. Pat was the best thing we ever got out of the Northeast merger. I can remember struggling with a handout given to us by Delta to test our knowledge of Ops. Specs. On a three man crew we frequently had three different answers and invariably most of what we turned in was incorrect. To say we were sadly lacking in knowledge would be an understatement. Along came Pat.....a Northeast woman.....what was she going to tell those of us who were Air Eagles? From the moment she stood before the class her demeanor got your attention and when she started to explain Ops. Specs. you realized this lady had the answer. I dare say no pilot really understood Ops. Specs. until she came on the scene. There isn't a pilot on this airline who hasn't fallen victim to one of her obvious questions only to be shown the error of his thought process, nor is there a pilot who hasn't benefited from her instruction. She can be tough as nails and at the same time be a lady. She really won the hearts of all of us and is a remarkable person. If anybody deserves this honor it is Pat. I wish you all the success in your endeavor.

Kirby Klein

Dear Chuck,

My husband, Charlie Cramer, was a pilot for Delta from 1972 until his death in 1984. He was a man of few words and praised only when earned. Pat Malone was one of those persons. I still remember her as someone he respected for her knowledge and expertise as well as her respect for "her pilots". I can still remember numerous times when he spoke of her only in the highest regard and know he would fully support your effort.

Good luck, Peggy Cramer

Chuck

My first exposure to Pat was soon after the DAL/NE merge.

I was a typical Airline Pilot, thought I knew all about Ops Specs that I needed and wondered who this "Broad" thought she was to tell me that there was more to learn.

Needless to say, after my ego was put in place, she proved to me how little I really did know, and proceeded to teach me how to learn more and be a better prepared Line Pilot.

I still have the utmost respect for Pat and cherish the friendship that she and I developed over the remainder of our careers.

Thanks for your support of her entry to the Hall of Fame

John Moran

Pat Mother Malone,

Where does one start ? She is a Mother, a Grandmother and possibly by now possibly a Great Grandmother. Quite a lady! Can't fly a lick but has contributed more to commercial aviation than any other woman I know.

Forty one years ago she took a wet behind the ears, green horn kid, fresh from the military and showed him how the big boy's do it. From the first day I met Pat, she was the professional, down to earth instructor who knew her job cold and had the ability to convey her thoughts to even the slowest of us neophytes.

Over the years Pat has become a close friend and confidant to many of us who worked for Northeast and Delta. As every pilot at Delta knows, when you get yourself in trouble the first person you call is Pat Malone. Her words... O.K. tell me what happened, tell me the truth and don't leave anything out. I have no idea how many careers she's saved but it's got to be in the hundreds. Mine included.

Pat is multi talented which she has proven many times over in her lifetime. Those of us that were in the airline business are extremely grateful she chose aviation as her career.

Roger Green, Former Boston Chief Pilot
Retired 767 Captain

Pat makes Ops Specs about as enjoyable as it could possibly be. She kept us awake which was an achievement in itself. Her knowledge was so comprehensive it made you want to listen to see if there was something she didn't know! I enjoyed working with her on the monthly Check Pilot School for new Proficiency Check Pilots and Line Check Pilots. She easily kept their attention with her emphasis on their responsibilities as Check Pilots.

Tom Peters

Hi Chuck,

My name is Dana Callanan and I worked for Northeast Airlines before the Delta merger.

I worked in maintenance and in the Northeast training department before joining the Flight Operations Dept. in 1968 as a pilot. I worked with Pat Malone in the training dept. and was a student of hers as a pilot for both Northeast and Delta.

Pat was the expert on FAR's, and Jeppson plates. We depended on Pat for all our information in these areas. She was a wonderful instructor and an invaluable source of information. We could always go to Mother Malone if we were unsure of a technical point or if we were in legal difficulty. She was a good friend to all the pilots. We depended on her and she always came thru. God bless Pat Malone.

Best of luck with your project.
Dana Callanan, Capt. Ret.

My first introduction to Pat "Mother" Malone was, as with a generation of Delta pilots and Northeast and TWA pilots before me, in new hire ground school. Mother was and remains a presence in every sense of the word. Pilots sense competence and nowhere more than in their professional lives. Mother was the embodiment of professionalism then and in every subsequent ground school. Not only did she have a complete mastery of the subject, her students did as well when she was done. So, in one way, her finest tribute is the professionalism of the pilot group that she instructed, nurtured, cajoled, threatened and generally made into competent professionals for the benefit of all. That by itself would be enough, but it is not.

Among her many extracurricular activities Mother was always a stalwart supporter of the air safety initiatives of the Air Line Pilots Association. She always provided a "gut check" that we were undertaking our work for the betterment of safety and not as a stunt to gain negotiating advantage. Once again, she was the professional beacon that guided the way for many air safety volunteers. It speaks volumes that she is universally admired not only in the Delta pilot ranks but in the wider group of ALPA Air Safety volunteers who had the opportunity to interact

with her at the many functions where she joined us and imparted some of her wisdom to those working in the trenches.

After a lifetime of working in air safety I can honestly say that Mother ranks as one of the most significant people in aviation safety and professionalism that it has ever been my privilege to meet. I can think of no one more richly deserving of the honor that is proposed.

Thanks for asking

Paul McC

Paul McCarthy
IFALPA
Rep. to ICAO
Suite 16.30
999 Rue University
Montreal, QC H3C 5J9
Canada

>>I arrived at Delta at the same time as Pat, she with Northeast, me because of Northeast. From my new-hire days all the way through to my retirement, Pat was there for me. She's still there as an honorary member of my Delta class, SOB'72. I love Pat.

>>

>>To bask under Pat's gaze was to be anointed, to be loved, to be imbued with the "truth". She adopted us all as "her boys". What an honor! She was smart, she was thorough, if she said it, it was FACT. To us she outranked every captain, every chief pilot, every Ops. VP, and darn near every President and CEO. She was the best. I love Pat dearly.

>>

>>For Pat to be selected into the Georgia Aviation Hall of Fame would be an honor she richly deserves. However, the "Hall" should be forewarned. Pat will bring to it the gifts she brought to Delta Air Lines, to me, and to all of "her boys". The "Hall" will be the beneficiary. Lucky Georgia Aviation Hall of Fame!

>>

>>Jim Russell
>>Retired Delta Pilot

Mother Pat is one of the most outstanding women that I have ever known. We first met in 1972 when I was a new hire engineer. In my 31 years with Delta, I have only heard the best when her name was mentioned. Her classes were looked forward to, and the highlight of recurrent training.

Pat has kept many pilots, throughout the years, out of trouble, by protecting their six. Her knowledge of ops specs was incredible. She helped me in the early 90's, when I had an engine failure, fire, and evacuation. She became my liaison with the FAA, and kept me on the sidelines.

I feel fortunate to know this lady.

Earl L Goldberg
777 Retired

Dear Chuck,

Thank you for your efforts to get Pat "Mother" Malone inducted into the Georgia Aviation Hall of Fame.

It would be impossible to estimate the contribution that Pat Malone has made to Aviation, Delta Air Lines and the individuals whose lives she has touched and influenced.

When Pat first came to Delta Air Lines, I was working as a Ground Training Instructor on the DC-8 Pilot Ground Training Program. The Department Manager took Pat around and introduced her to each of us in turn. Norbert West and I were two of the first to meet her. This initial meeting was the one and only time I ever witnessed a lack of confidence in Pat. She and I had an opportunity to talk for some time that same day. She expressed some serious trepidation at coming into the "Southern male stronghold". I asked her about her area of expertise and assured her that we had a serious need for her particular set of knowledge. I also assured her that she would be accepted.

The pilot group in those days was very chauvinistic. As expected, the pilot group took an arms length "show me what you can do" approach to a woman instructor. In very short order the pilot group found that not only did Pat have a vast store house of knowledge; but lo and behold she could teach.

Pat is a gifted instructor. Armed with her vast and detailed knowledge of her subject and her unprecedented ability as an instructor, she has no equal in the classroom.

Pat's acceptance was very quick. In a very short time, the pilot group attitude went from "show me what you can do" to "ask Pat Malone, she knows." Pat Malone was respected and adored by the pilot group. To criticize "Mother Malone" was tantamount to treason. No person at Delta Air Lines has garnered more respect than Pat Malone.

Pat Malone's Ops spec classes have become the airline standard. In fact, the FAA has often come to her for Ops Specs interpretations. Pat saved the jobs of many pilots with her testimony at violation hearings.

Pat Malone is a powerhouse of knowledge and talent. She is a wonderful person who cares about the people she works with, about her job and about aviation. She is the epitome of a true professional. Her legacy is far reaching and deeply ingrained in the aviation community. Her contribution to aviation is immeasurable.

Sincerely,
Captain Carl W, Raymond
767 ER New York (Retired)

She was simply and totally awesome! She knew more in her head than most of us could look up in three weeks! Importantly also, she had the uncanny ability to COMMUNICATE that information to us in a meaningful and tantalizing way. She was able to talk straight with us as airline pilots -- on our level of experience and background -- really, ABOVE it, but she never looked or talked down to us, or treated dumb questions as such! I was continually amazed at her grasp of the operational aspect and informational needs of being an airline pilot. I have never before, or since, met a person who SEEMED LIKE, and THOUGHT LIKE a pilot - especially an airline pilot -- without being one. At Delta, Pat was a most unique and incredibly valuable resource. When the guys called her "Mother Malone" it was truly a tribute and a term of both respect and endearment. She took care of us and gently but firmly mentored us, and we loved her for that, and for what she did for us and for Delta, and for just being who she is!!

Jim George
Former 727 Check Engineer, DFW
Former Lead LCA, MCO

A small testimonial for Pat Malone:

It's my first day on the line at Delta. Doing my OE. Simple turn to Dayton and back. I've come from Pan Am and I'm trying to show my proficiency at doing things the "Delta Way". The Co-Pilot is also from Pan Am on his OE and it is his leg. We land in DAY. So far success. I just have to get this after landing flow correct. While taxiing in, suddenly, the Captain slams on the brakes and states; "I think we're in the mud and we've blown a tire!". Nah, can't be. I didn't hear/feel a thing. Then again, I was so engrossed in my flight engineer's panel that a semi truck could have hit us and I wouldn't have noticed. I go aft, lower the airstairs

and sure enough, we are about 25 feet off of the taxiway and the number 2 tire is flat. WELL THERE GOES MY NEW JOB AT DELTA!!!

We layover (of course I didn't sleep) and the next morning are met by an ALPA safety rep. But wait. I was with the Flight Engineers International Association (FEIA) at Pan Am (since it was a closed shop and a requirement to sitting in the engineer seat). I have been an "associate" member of ALPA for many years, but I haven't even "formally" joined ALPA at Delta yet. No worries. The ALPA folks take me into their fold. We DH back to ATL and go to ALPA HQ to complete our statements. Then off to the ATL Chief pilot's office to meet with Shand Gause. Just what I wanted --- to meet the Chief Pilot on my second day on the job (maybe my last). Just before walking into the Chief Pilot's office, Pat Malone meets us. She takes my hand to shake it and in a very comforting, "motherly" way with her unique southern drawl states; "Roy, you don't have anything at all to worry about. You don't even have a window seat!!" INSTANT RELIEF AND CALM CAME OVER ME. She goes to the First Officer and in the same manner states; "You don't have anything to worry about, you weren't even driving." The F/O immediately looks more relaxed. And then in the exact same manner for the Captain, stating; "We still love you!!!" in only the way a warm caring person could. **And Pat was the Company's Safety rep at the time.** All worked out in the meeting. Nobody was hurt, the passengers were only delayed for about 15 minutes awaiting a bus, the Captain did a great job of keeping them informed and the airplane only required a tire change. So, they called the OE complete and sent the Captain back to the line.

This is just one small snippet of the person Pat Malone is. The story can't truly translate the emotions and feelings in that room. You just had to be there. But the fact remains that Pat is the Supreme advocate of Delta pilots and our collective safety! Thank you Pat for all the superb support!!!

R/S
Roy Pearson
LAX 765B

Pat is a consummate class act and flight safety advocate. She definitely deserves a place in the GA Aviation Hall of Fame.

Captain Ralph Trapaga/Delta Air Lines/767-400

250 Smokerise Trace
Peachtree City, GA 30269-1378

To Whom It May Concern:

I cannot think of anyone more deserving to be in the Georgia Aviation Hall of Fame than Pat "Mother" Malone!! She contributed, and continues to contribute through those she trained to fly the line, to enhance the safety record of Delta Air Lines. When it came to aviation regulations, with Pat, the "buck stops here".

What makes Mother Malone so unique is her special trust within the line pilot group. Her attention to detail, professionalism, and sense of duty to her "boys" was returned by our respect for her as an equal. If Pat Malone said it, it was RIGHT! She had done the background study. You always had a sense that she worked to give you the "definitive" answer. There were no "trick" or "stump the dummy" questions. She respected our job too much for that. She gave you real information of what happened on the line, because line pilots respected her enough to tell her.

I can't give a better example of Pat, than to recount what happened at a memorial service for "Pre" Ball. I'm a line Captain on the B-767 and Mother Malone saw me. She gave me a kiss and commented that she always feels best around her "boys". She doesn't know me, but I sure know her! Her importance in the work of professional aviation in Georgia cannot be understated.

Sincerely,

John C. Porter

Chuck,

I just wanted to add my vote in the nomination of Pat Malone for the Leather Helmet award. Her tireless efforts on behalf of the Delta pilots and safety related issues have had a direct and permanent positive effect on the safety of Delta's flight operations. We were truly fortunate to have had such a talented and dedicated individual serve us for so many years.

Thanks,

Dana Bassett

I fully support the nomination of Pat Malone to the Georgia Aviation Hall of Fame. There is not a single person who deserves the recognition more. She, more than anyone is responsible for the awareness, knowledge and application of "the rules" by the Delta Pilot group.

I can testify that during my tenure as the head of the Delta Pilot Training Programs in the 90's, it was she and her efforts that made my job a lot easier.

Tony P
Life is Good!

Dear Sir,

For most of my career at Delta, EVERY pilot on board knew that if there was ANY question regarding the legalities of operating an airliner Pat Malone would know the answer. I heard "call Pat Malone" many times over the years as I flew within and without the United States. And she knew. It was almost like a biblical thing. I never knew if she was part of any department. If you had a question CALL PAT MALONE. She was one of the very few people about which I heard pilots universally speak with total confidence, trust and respect. One could dig through the myriad of publications to try to find an answer, or one could just CALL PAT MALONE. The answer would be quicker and more certain if you just would just CALL PAT MALONE.

She is already in the "Delta pilots hearts" hall of fame.

Respectfully,
Kiel Norris, 767ER Captain, Atlanta

The Airlift Pilot Group (Atlanta and Miami) were very fortunate to have such a wonderful Jeppesen instructor. For a lady who has her own personal Jeppesen page, we found her to be very delightful as well as very knowledgeable. We wish to thank her for her outstanding training and highly recommend her for the Georgia Hall of Fame.

Captain Roger Mackenzie

Pat Malone did something none else has done. She made Delta Air Lines a safer operation by making Ops Specs interesting, meaningful and almost fun.

She started all of our careers by being our Delta Mother. By this I mean she laid the groundwork basics from operating a safe aircraft to being a team leader and a member of the Delta Family.

If any person deserves to be a member of the Georgia Aviation Hall of Fame, it is Pat Malone.

As a 29 year veteran at Delta, I salute a classy lady and the Mother of all of the Delta pilot's she loved and nurtured.

Mark A. Pass
7ER Captain

Nominating Pat Malone to the Georgia Aviation Hall of Fame is a terrific idea!

I received Link Training from Pat in the 1950's as a young Northeast Airlines Co-pilot. I remember distinctly hearing her say "What does this heading represent?" And I knew that I was in for it. As the years went by, I joined American Airlines long before the Delta acquisition. My training at dear old NEA paid off in quick advancement at American as a First Officer working in the Training Department. I often swapped information and lies with Pat. 1967 brought Captains status and not too many years later, Check Airman responsibilities, followed by advancing to Chief Pilot at our Buffalo and Boston Bases. I continued to rely on Pat for anecdotes, insights and counsel during those years despite the miles between Atlanta and Massachusetts. Here in coastal New England, mariners often use the term "Sheet Anchor". Meaning an anchor for the worst conditions. Pat Malone's influence and dedicated training expertise has been the "sheet anchor" for many a pilot on their dark and stormy nights.

I recommend and salute her for a life in aviation, very well done.

Robert M.C. Smith, Captain Retired
American Airlines, Inc.

Chuck: Getting this tribute for Pat Malone is most commendable.

My Story:

In 1955 I was a student of Pat Malone's when she operated a link trainer in the lobby at Boston Intl Airport. Passengers must have gotten a treat watching the trainer tilting left, right, then up and down while the student inside tried to find the simulated airport while under the hood.

Pat knew I didn't have a lot of money. She charged me a near \$5.00 per hour and saved me hundreds that would have been necessary to hire an airplane. With her help, I got my instrument rating ahead of schedule and was able to get hired by Northeast Airlines. I owe a 32 year flying career to Pat Malone and will always be thankful for her confident patience. I hope she knows I am indebted to her and remember her most fondly.

David C. Hancock Retired NEA/DAL
dhancock7@cfl.rr.com

My first experience with Mother Malone was as a new hire, fledgling copilot on the FH227. The year was . and Northeast Yellowbird Instructor Pat Malone was imparting her expertise to this greenhorn on the Collins Flight Director. Mother Malone, with patience and skill, guided this needle, ball, airspeed pilot through all the intricacies of the Flight Director. Pat's demeanor and approach to teaching was truly outstanding. My 29 years with Northeast and Delta with Mother Malone as the best operation specifications, air traffic and federal regulations expert in the United States of America was certainly beneficial to me, the corporation and thousands of other pilots.

Pat Malone, as the acknowledged Master of Her Trade and Mother to all Delta Pilots (especially when the weather is at minimums and the pucker factor is up) should be nominated to the Georgia Aviation Hall of Fame with all the honor, integrity and spirit Mother commands.

Charlie Horton
Captain, Ret.

Chuck, I knew Pat back when I was an Air Safety Rep. at DFW, & also when I flew the line.

All the crews I Met thought, Pat, was the "**SHARPEST**" lady they had met!

Pat should have no problem making the requirements for entry into the Georgia Aviation Hall of Fame!!!

Myself as one, know that SHE should be inducted.

S.D. Reno
Captain Ret. L500
May 1991.

Pat was everybody's favorite instructor. She knew her audience(s) well, and could think on her feet as well as anybody. She knew her subject perfectly. She had a lot to do with creating it. She probably saved the company many lawyer fees because of her pre and post-incident education.

Obviously I'm a fan, but I was impressed with her the first time I saw her, continuing until the last time last month. As a true expert in the field of aviation, she certainly belongs in the Georgia Aviation Hall of Fame.

Thank you for your efforts!
Eric Elbel (DL 1969 - 2002)

Pat Malone is worthy of and deserves to be added to the Georgia Aviation Hall of Fame along with the other pioneers of aviation.

It was June 1978 when my Delta pilot new hire class was told that Pat (Mother) Malone was coming to talk to us in the afternoon. I was a former gun carrying, Department of Justice Federal Agent/Pilot. I along with nine former military jet pilots made up a new hire class of ten. We agreed in mass "what could this woman tell us that we didn't all ready know"? Pat entered the room and along with the other new hires in the class I sat with my arms folded across my chest. I say again, what could this woman tell us that we did not all ready know?

Pat started talking to "her boys" and by the end of her presentation we all had our arms down and leaning forward hanging on every word Pat was saying. Pat left us wanting more of her pearls of wisdom about what it was to be an airline pilot in general and a Delta Air Line's pilot particular. When Pat left the room we all agreed, "**She is quite a**

lady” and had forgot more about the airline history and airline operations than we would ever know. We wanted more but time had run out that afternoon.

I was lucky to have been part of Delta Air Lines when Pat was there. Over the years that Pat was with Delta Air Lines her door was always open. Pat’s unofficial job description included advisor and sounding board for many pilots, flight operations managers as well as numerous other Delta Air Line’s employees. Pat knew more about Delta operations and FAA FAR’s than any one person. Pat’s expertise was such that she was called first before a Captain would make an operational decision that he was in unsure about. When Pat retired she was replace by a department. Her expertise and experience in aviation was and is known in the industry, government and private sectors. She is a legion at Delta Air Lines, her name is mentioned along with C. E. Woolman and Captain T.P. Ball as part of the foundation of what has made Delta Air Lines. There are many disciples of Pat (Mother) Malone and one an all we agree

“SHE IS OUIE A LADY”

Sincerely,

Captain Ray Justinic (ret)
Delta Air Lines
Boeing 767-400

I was hired by Northeast Airlines in 1966. I was 24 years old and my aviation experience was minimal at best. In those days we were doing ADF, VOR, and DME approaches along with ILS. Pat was a GREAT instructor and had the patience of a saint. I worked 27 years and then took an early retirement in 1993. I will always be grateful to have known "Mother Malone" and realize what a big influence she had on my airline career. She is certainly worthy of her nomination.

Sincerely,
Pete Radasch

June 15, 2007

Hi Chuck,

I am Dohrman Crawford, and I am a retired Delta B777 pilot. I worked for Delta for 31 years and presently am a DGS instructor on the MD88.

I have a recollection of Pat Malone I would like to share. It was in the late 70s, and I was in Atlanta for training on an airplane. I don't remember which one, there were a lot of them. I was staying at the [then] Admiral Benbow. [So was everyone else.]

A massive ice storm struck Atlanta, and all classes were cancelled.

Outside, the wind howled, and ice covered everything. Because classes were cancelled, and things were nasty outside, just about every Delta pilot who could walk was in the bar. Things were hopping, and the noise level was pretty high.

What we did not know was that Pat Malone had slid into the ditch driving home. She was a good distance from any help, and this was before cellphones had been invented. Conditions were terrible. She reasoned that all would be well if she could just make it to the Benbow. She knew she would find friends there. The distance was long, and the conditions were very bad, and it was an exhausted lady that staggered into the doorway of the Benbow bar. I remember someone shouted "My God, it's Pat Malone!" Once we realized Mother Malone was staggering into the room, the whole room rushed to her aid. Food was ordered, she was seated at a table, and a room was obtained in seconds. The rush to the door to help Pat was about what I would have expected of a gold rush. It is a wonder no one was trampled.

I have the highest regard for her. She knew, [and she was right as always], that if she could just get to the Benbow, the "boys would help me out."

Pat Malone was the best ops specs instructor I ever had. Period. She certainly raised the knowledge level of all Delta pilots who ever came into contact with her.

Regards,

Dohrman Crawford

My memories of Pat Malone:

Prior to Pat's arrival on Delta property as a result of the merger with Northeast Air Lines in 1972, all Delta pilots were put through the drudgery of attending an Operations Specifications (Ops Specs) class during our annual recurrent training. This usually was comprised of someone from the Flight Operations department reading something from Delta's Ops Specs, which usually related to nothing that had any meaningful value, and then taking a test which was either pitifully easy, or incomprehensible. We were then sent on our way to await next year's version.

Mercifully Pat arrived on the scene. I kind of liken her arrival to finding the first teacher who brought what you thought was a totally boring or meaningless subject to life.

After Pat began teaching Ops Specs in recurrent training, it became one part of the training curriculum which **every** pilot looked forward to attending. She made us all realize that this material really important. It was licenses that were on the line if we did not adhere to the letter of the law, and in the worst case scenario, failure to follow the guidelines in our Ops Specs could result in an accident of incident.

Pat gave **everyone** her office and **home** telephone numbers in case that, on that dark and stormy night, anyone had a question as to whether or not they were legal to make an approach, or takeoff, or whatever, she would be available to give guidance. I wonder how many hundreds of calls she answered over the years.

Pat was not only a gifted mentor; she was a wonderful friend to all "her boys." She has been a marvelous stateswoman for Delta Air Lines, and the aviation industry is better off for her having chosen this as her life's work.

I am proud to have known her, and to call her my friend.

Denny Walsh
B-767ER Lead Line Check Pilot
Delta Air Lines
Retired 2002

Flight analyst

By Liz Best
Lifestyles Writer

Perhaps one of the luckiest things ever to happen to Patricia Waite Malone was finding the U.S. Marines office closed when she went to enlist during World War II.

Standing outside the locked door, she heard someone say, "Anybody with blonde hair and blue eyes would look better in blue than in green." She turned around to find another young lady, dressed in a Navy uniform. She followed her new friend to the Navy enlistment office with the hope of becoming a control tower operator.

Her interest in aviation was due to the industry's glamorous reputation at that time. But her dreams of operating a control tower met an untimely end.

"That was the only time in my life I was too young for anything. You had to be 21 and I was only 20," said Mrs. Malone, who was in town Tuesday to speak to the Augusta chapter of the American Business Women's Association.

Determined to enlist, Mrs. Malone, now a national officer with the ABAWA, asked what Navy positions were open and was told she could go into Link training. She signed up, but was not sure for what. "For all I knew I could have been selling chains," she said.

What started that day, however, was a career that has spanned more than 30 years and has earned Mrs. Malone the respect of many pilots she has trained in the finer points of air safety.

When she entered the Navy in the 1940s, pilots flew only when "the weather was good and you could see the ground." With war came the necessity of flying under all types of conditions and someone had to train the pilots to safely do this.

An early version of the modern flight simulator called a Link trainer was used and Mrs. Malone trained the Navy's fighter pilots to use the

Patricia Malone helps airline pilots get you there

trained pilots left that line of work. Mrs. Malone had plans to become a nurse in Boston, near her hometown of Quincy, Mass. Her plans changed when she heard that the Air Force had an opening for a Link trainer instructor.

After spending two years with the Air Force as a civilian instructor, she went to work training pilots for Trans World Airlines. All of the instructors with TWA were women, she said.

She then joined Northeast Airlines and became affiliated with Delta when the two airlines merged in 1972. Students have described her teaching style as unique. Mrs. Malone is not sure what that means, but thinks it might have something to do with her ability to listen up the material she is teaching.

"My subject matter is very dull, very boring... To make pilots pay attention you gotta get their attention," she said.

Today, Mrs. Malone is a woman in a man's field, a fact that poses her very few problems.

"They love me... You don't have problems when there's mutual respect. It's the mutual respect that makes our relationship beautiful... Also, as I've gotten older, my colleagues have gotten older, so we've gotten old together. Consequently, we've had no problems," said Mrs. Malone, 61. "Of course now, my pilots think I stood on the sand with Orville and Wilbur."

If Mrs. Malone, an honorary member of the Airline Pilots Association, were not so involved in the aviation industry, she'd probably be teaching somewhere else. It's just in her blood.

"I think that good teachers have to have a little bit of ham. They have to be able to keep something interesting after repeating it time after time. They have to sing the same song to new audiences... I'll continue to work as long as I feel like I'm productive in my work then I'll probably fade away into the sunset."

'I never taught a pilot how to fly, or how a plane works. But I told him what to do once he knows the other things... My pilots think I stood on the sand with Orville and Wilbur.'

— Patricia Malone

"In 1944 women were going to work so men were trained to do what I do."

Mrs. Malone is quick to point out that she is not a flying instructor or an expert in the workings of airplanes.

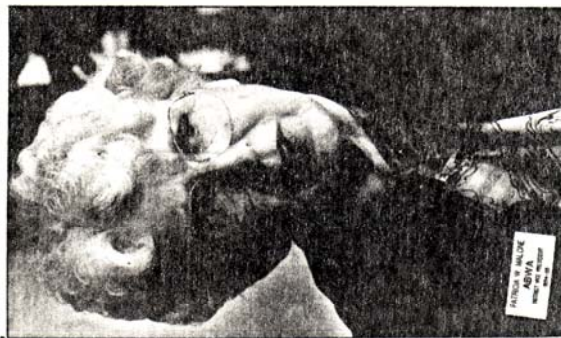
"I never taught a pilot how to fly or how a plane works. But I told him what to do once he knows the other things."

Her current job is flight analyst and liaison between pilots with Delta Airlines and Air Transport Association, Air Traffic Controllers and the Federal Aviation Regulators.

"Liaison is the important word in the title," she said. "It looks like they could have given me a title that didn't take 20 minutes to say."

She describes her job as sort of a go-between for Delta pilots and representatives of the various agencies the airlines deals with to ensure safety. Keeping pilots updated on the regulations also is included in her job. Her expertise in air safety is the result of the Navy placing her as a Link Instrument Training Instructor.

After the war, many of the women who had



Patricia Malone talks about her career equipment.

Sounds like men's work, but Mrs. Malone says that's not the case.

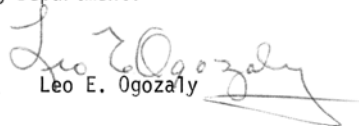
June 15, 2007

inter-office correspondence
 **NORTHEAST AIRLINES**

TO: Mrs. Patricia Malone - Ground School Instructor
FROM: Director - Training and Safety
SUBJECT: ATTACHED LETTER OF FAVORABLE COMMUNICATION
DATE: April 23, 1970

It is with pleasure that I forward Mr. Brunetti's letter highlighting your outstanding performance as an instructor during a recent pilot recurrent training class. Your professional skill in presenting information of a high complex and technical nature was called to my attention on several occasions by many pilots at NEA. Your dedication to duty has reflected favorably not only upon yourself, but the entire Training Department.

I wish to convey my appreciation for your many efforts and wish you continued success as an instructor in the Training Department.


Leo E. Ogozaly

LEO:kh

Attachment

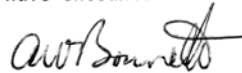
June 15, 2007

inter-office correspondence
 **NORTHEAST AIRLINES**

TO: Leo E. Ogozaly - Director - Training and Safety
FROM: Manager - Ground School
SUBJECT: FAVORABLE COMMUNICATION
DATE: April 17, 1970

Last Wednesday, April 15, 1970, I monitored an instrument flying procedures refresher course for pilots, conducted by Mrs. Patricia Malone. I was impressed by Mrs. Malone's outstanding knowledge of the subject matter and by her superlative method of presentation. It was obvious that "Pat" had the complete respect of her pilot audience. She held their undivided attention throughout, maintaining class interest by encouraging student participation.

In my twenty-odd years experience of pilot-oriented training, undoubtedly Mrs. Malone is the finest instrument flying procedures instructor I have encountered.


A. W. Brunetti

AWB:kh

cc: D. D. Chandler
W. R. Cronin

June 15, 2007

LEWIS E. LYLE, EXECUTIVE VICE PRESIDENT
& GENERAL MANAGER

December 3, 1970

Mrs. Patricia Malone
108 Warren Avenue
Wollaston, Massachusetts 02170

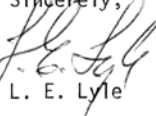
Dear Mrs. Malone:

It has been brought to my attention that your conduct in the performance of your duty as an Instructor in the Training Department is worthy of commendation.

Mr. Ogozaly has advised me that the quality and productivity of your work has met, and continues to meet, the highest standards of professionalism. Your department has been exemplary and has contributed in large measure to the effectiveness and to the enviable reputation which Northeast training enjoys.

Specifically, I should like to express my personal appreciation for your willingness to subordinate your personal convenience to company urgencies. This quality was most recently expressed when you volunteered to conduct training beyond regular working hours to accomplish mandatory requirements for pilots who might otherwise have become ineligible to fly their assigned trips.

Your example, most certainly, has impressed your fellow instructors and the pilots with whom you work. Please be assured of my recognition of your effort and my grateful appreciation of it.

Sincerely,

L. E. Lyle

June 15, 2007



(305)841-7471 • SUITE 231 • 1010 EXECUTIVE CENTER DRIVE • ORLANDO, FLORIDA 32803

RECEIVED
FLIGHT TRAINING DEPT.

SEP 20 1971

NORTHEAST AIRLINES, INC.

September 16, 1971

Mr. Leo Ogazoly
Northeast Airlines
Logan International Airport
Boston, Massachusetts

Dear Mr. Ogazoly:

I would like to express my sincere appreciation for all the assistance extended us by Mrs. Pat Malone in instructing Shawnee Airlines' Ground School Pilots.

Mrs. Malone's success in her class was most certainly achieved not only by her superior knowledge of the F-227's, but also by her outstanding ability to communicate to people and get the job done.

Shawnee is greatly indebted to you and Northeast.
Very many thanks.

Sincerely,

A handwritten signature in cursive script, appearing to read 'John Neu', is written over a faint, larger version of the same signature.

John Neu
F-227 Project Director

JN/lab

June 15, 2007

WRIGHT AIR LINES, INC.

BURKE LAKEFRONT AIRPORT • CLEVELAND, OHIO 44114

May 10, 1972



RECEIVED
FLIGHT TRAINING DEPT.

MAY 15

NORTHEAST AIRLINES, INC.

Mr. Leo Ogozaly
Director Training and Safety
Northeast Airlines Inc.
Logan International Airport
Boston, Mass. 02128

Dear Mr. Ogozaly:

On April 22, and 23, 1972, Mrs. Patricia Malone of Northeast Airlines presented 16 hours of Basic Indoctrination Training to our pilots. Mrs. Malone's ability to instruct and hold the class attention was outstanding. This introduction to FAR 121 operations was invaluable, while her knowledge of the subject material is fantastic. It was a sincere pleasure to be her student for those two days.

Thank you for your fine cooperation in allowing Mrs. Malone to come and instruct Wright Air Lines. We are looking forward to her next visit, I am sure it will be at least as beneficial as the first.

Thank you again.

Sincerely,

Francis E. Griffin
Chief Pilot

FEG:sjp

THE "WRIGHT" COMMUTER AIR LINE

June 15, 2007

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

AIR CARRIER DISTRICT OFFICE 31
1568 Willingham Drive
Suite D, Room 116
College Park, Georgia 30337



February 3, 1978

Mr. H. T. Fincher
Senior Vice President - Operations
Delta Air Lines, Inc.
Atlanta Airport
Atlanta, Georgia 30320

Dear Mr. Fincher:

On December 20, 1977, through prior coordination with the Delta Ground Training Department, Ms. Patricia W. Malone visited our office to discuss operations specifications and terminal instrument procedures with inspectors. In her usual, professional manner, Ms. Malone gave a very informative presentation; one which will serve to further develop empathy between Delta pilots and FAA inspectors through a sharing of situations unique to your company.

We are not just impressed with "Pat's" ability when she visits our facility, but all comments received from inspectors indicate that her classes and presentations at Delta are extremely rewarding and informative. The impact of her detailed knowledge in her field is reflected in an increased level of pilot knowledge as observed during equipment examinations and flight checks.

We feel that both Delta and the FAA are fortunate to have "Pat" as a source of information for her input has made both our tasks easier. We would like to express our special thanks for your cooperation in making her time available to visit with us. We hope to request a similar arrangement in the future.

Sincerely,

A handwritten signature in cursive script that reads "C. C. Rone".

C. C. RONE
Principal Air Carrier
Operations Inspector

June 15, 2007



GENERAL OFFICES/HARTSFIELD ATLANTA INTERNATIONAL AIRPORT/ATLANTA, GEORGIA 30320 U.S.A.

March 2, 1978

Ms. Patricia W. Malone
2702 Flintlock Place
Austell, Georgia 30001

Dear Pat:

In my new job I haven't really gotten settled down enough to catch up with everything that's going on. I did, however, just come across a copy of Charlie Rone's letter of February 3, 1978 addressed to Hoyt Fincher. I know you are please and you should indeed be proud of such a fine tribute from the Department of Transportation.

I have always been a member of the "Pat Malone Fan Club" and it makes me feel good to have someone from the FAA pay such a high compliment to one of our real "professionals".

Keep up the good work, Pat, and let's have lunch together one day when it can be worked into both of our schedules.

With best personal regards.

Sincerely,

A handwritten signature in cursive script, appearing to read "Frank", written in dark ink.

Frank F. Rox
Senior Vice President -
Flight Operations

FFR/fh

June 15, 2007



BAR HARBOR Airlines

Bar Harbor Airport RFD 1 Ellsworth, Maine 04605 • Tel. 207 / 667 - 5533

November 9, 1979

Patricia W. Malone, Instructor
Pilot Ground Training
Delta Air Lines, Inc.
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320

Dear Pat:

I enjoyed attending your lecture a great deal and I am pleased to have finally found someone who understands the intricacies of FAR Part 121. I have been working closely with these regulations only since this summer but I have already seen the implications that 121 presents.

FAR 121 says to me; here are some guidelines, now go and develop your own set of rules and enforce them yourself. This is quite different from 135. Part 121 gives an airline an opportunity to tailor a program within the parameters set by Part 121. Interpreting the rule therefore becomes a major consideration.

I could see that you are the last word at Delta and that you command the respect of everyone at the training center. Please consider me to be one of your fans as well.

If you would ever like to come to Bangor to see our operation please feel free to give me a call.

Sincerely,

Frederick H. Cahn
Director of Flight Training

FHC/pb

June 15, 2007



First National

The First National Bank of Columbus
One First National Square - P.O. Box 40
Columbus, Georgia 31903-4199
(404) 571-6500

April 25, 1986

Mr. Hollis Harris
Senior Vice President of Operations
Delta Airlines, Inc.
Atlanta-Hartsfield International Airport
Atlanta, GA 30320

Dear Mr. Harris:

It was my pleasure to introduce Patricia Malone for her speech to the Georgia Conference of The National Association of Bank Women. Pat is certainly a credit to your association. Not only was her talk very informative and constructive, but it was never boring.

We appreciate your organization giving her the time to come. All of us in Georgia love Delta and even have some that will use absolutely no other airline.

If I can ever be of assistance to you in this area, please do not hesitate to get in touch.

Yours truly,

A handwritten signature in cursive script that reads "Mildred W. Burn".

Mildred W. Burn
Vice President

MWB:ekb



A FIRST RAILROAD & BANKING COMPANY

June 15, 2007

HOLLIS L. HARRIS
SENIOR VICE PRESIDENT
OPERATIONS

DELTA AIR LINES, INC.
HARTSFIELD ATLANTA INTERNATIONAL AIRPORT
ATLANTA, GEORGIA 30320

April 29, 1986

Ms. Patricia W. Malone
Department 044
Atlanta

Dear Pat:

Enclosed is a copy of a letter I received today
and it made me feel so good I wanted to share
it with you.

As always, Pat, you make us proud. Thank you
for all you do.

Sincerely,



Enclosure:

CC: Captain C.A. Smith

**The First National Bank
of Atlanta**

Post Office Drawer 978
Gainesville, Georgia 30503
(404) 534-3501

FIRSTATLANTA

May 6, 1986

Mrs. Patricia W. Malone
Flight Analyst
Delta Aire Lines
Hartsfield International Airport
Atlanta, GA 30320

Dear Pat:

Thank you for speaking on "What's In it For Me?" at our NABW State Conference. You did a fantastic job! Your enthusiasm was contagious. We received many favorable comments on your presentation including "one of the best speakers".

Our conference was a huge success and you helped to make it so.

Sincerely,



Sue W. Martin
City Assistant Vice President

June 15, 2007



Office of Lieutenant Governor
240 State Capitol
Atlanta, Georgia 30334

ZELL MILLER
LIEUTENANT GOVERNOR

November 6, 1986

Ms. Patricia W. Malone
Flight Analyst
Flight Operations Department
Delta Airlines
Atlanta Hartsfield International Airport
Atlanta, Georgia 30320

Dear Patricia:

I read in THE MARIETTA DAILY JOURNAL of your election as President of the American Business Women's Association and I want to congratulate you upon being named to that important position of national business leadership.

Please be assured of my best wishes for the success of your administration and call on me whenever I can be of service to you, any of your colleagues in the East Cobb Chapter or the ABWA in any way open to me as Lieutenant Governor.

In admiration and with warmest personal regards and every good wish.

At your service,

A handwritten signature in cursive script, appearing to read "Zell Miller".

Zell Miller

ZM/ebm

June 15, 2007



National Association of Bank Women, Inc.

May 1, 1986

Ms. Patricia W. Malone
Flight Analyst
Delta Airlines
Hartsfield Atlanta International Airport
Atlanta, GA 30320

Handwritten notes:
N
GAS/VA/Pat,
Very nice!
Great letter & newspaper
article.
MM
5/6

Dear Pat:

It's difficult to find words to tell you what a hit you were with the Georgia State National Association of Bank Women's Conference. Your delivery and your humor added an enormous plus to our Conference. I heard your talk discussed over more meals and in every social occasion that happened after your presentation.

Delta made a super decision when they elected you to represent them. I've always felt Delta was a superior airline, but now I'm convinced that it's because of people like you! Pat, your part of the program proved to be the most popular one. If you don't believe me, see the attached newspaper clipping! We were delighted to make the headlines!

When you are in Gainesville, we are going to be disappointed if you don't give us a call so that we can have lunch or at least visit for a few minutes. A very, very special thank you to you and Delta Airlines.

Sincerely,

(Mrs.) Sara Palmer Bannister
Georgia NABW State President

Maxine S. Trapnell
Conference Co-Chairman

SPB/gn

Attachment

cc: Mr. Hollis Harris



National headquarters: 500 North Michigan Avenue • Suite 1400 • Chicago • Illinois 60611

June 15, 2007



GEORGIA DIVISION, INC., GWINNETT COUNTY UNIT

March 19, 1987

Ms. Pat Malone
Delta Airlines, Inc.
Hartsfield Atlanta Airport
Atlanta, Georgia 30320

Dear Pat:

Thank you so much for generously donating your time to make the Gwinnett County 1987 Bachelor Auction to benefit the American Cancer Society such a tremendous success.

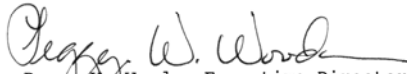
You were a natural! It was as if you were quite experienced as an auctioneer.

We estimate that 1,000 people attended the event and we were able to raise over \$30,000 that will be used in our programs of Research, Public and Professional Education, and Service for cancer patients. I have enclosed some photographs of you in action!

Thank you again for your continued support of the American Cancer Society.

Sincerely,

AMERICAN CANCER SOCIETY


Peggy W. Woods, Executive Director
Gwinnett County Units

PWW:so

cc: Garry Pincock, Central Office, ACS
Carol Weant, Chairman, 1987 Bachelor Auction
Brenda Branch, Co-Chairman, 1987 Bachelor Auction

June 15, 2007



AMERICAN BUSINESS WOMEN'S ASSOCIATION

1023 N. E. 143rd Street
North Miami, Fl. 33161

January 1, 1988

Ms. Patricia W. Malone, Past National President
American Business Women's Association
9100 Ward Parkway
Post Office Box 8728
Kansas City, Mo. 64114-0728

Dear Pat:

The InterChapter Council of Dade County, ABWA, by acclamation have requested that this letter be sent to extend congratulations to you for your most impressive and outstanding year as President of our organization.

We are well aware of your deep commitment to our mutual goals, and of the time and effort you have expended in achieving those goals.

You are a credit to ABWA and its membership, but more importantly, as a representative of all gainfully employed women (as well as men) who attempt to improve the quality of life of our citizenry through education, dedication and a strong sense of responsibility.

As this New Year begins, we are confident that you will continue your involvement in the very special arena of ABWA.

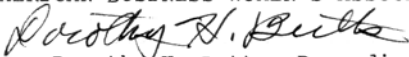
We are very cognizant of the time and effort you expended during your tenure as National President for 1986-87.

Our thanks to you on behalf of all of the Dade County Chapters for your willingness to have given of yourself in this regard.

Cordially yours,

INTERCHAPTER COUNCIL OF DADE COUNTY

AMERICAN BUSINESS WOMEN'S ASSOCIATION


By: Dorothy H. Butts, Recording Secretary

June 15, 2007

College of Commerce and Industry
OFFICE OF PROFESSIONAL DEVELOPMENT



June 30, 1988

Ms. Patricia W. Malone
Delta Air Lines, Inc
2702 Flintlock Place
Austell, GA 30001

Dear Ms. Malone,

I would like to express my appreciation on behalf of Professional Development and Clemson University for your participation in our "Professional Development for Women" seminar.

Attached is a summarization of the evaluations received from the participants in the program. Each speaker has been assigned a code letter for our summary. Your code letter will be "M". Anything referring to that letter on the attached summary will refer to you and your presentation.

I hope this will give you a feel for the overall success of the program. I feel that the program was quite a success and that the needs of the participants were met. If you have any questions concerning this summary please feel free to contact me.

Again, let me thank you for your part in our "Professional Development for Women" seminar.

Sincerely,

Martha M. Harper
Program Coordinator

COMMENTS ON SPEAKER M:

Good perspective.

Fantastic!

Great lady!

This was definitely the best!

Fantastic - dynamic!

Great!

She was an excellent speaker. She was very vibrant and informative. This was an excellent way to end an already wonderful conference.

Great!

Exceptional speaker.

Dynamic!

Give her more time.

GREAT!!

In listening, I realize I can do anything and achieve anything if I want it bad enough.

Very entertaining, with some profound ideas. Wonderful way to close the seminar. Always fascinating to listen to someone who can intelligently discuss any topic.

Wonderful.

A nice closing.

WOW! Knowledgeable! I appreciate her view from experience.

Good closing.

Great - very positive, thought provoking presentation - lots of fun!

OUTSTANDING

Great, enthusiastic.

Thank you for a great uplift.

COMMENTS ON SPEAKER M: Page 2

Provides good examples of humor and philosophy in day to day activities.

Inspiring and enjoyable.

Good!

Excellent - very humorous.

What a marvelous way to close the day!

Dynamic and enthusiastic.

Inspirational - very happy with herself. Light - not a heavy personality. Intelligent woman.

Great!

Great and inspiring. Excellent example for women to imitate.

Fun, good ending to a great program.

Very good ending.

Excellent!

I enjoyed her presentation and the way she presented it to the group. Very exciting individual to listen to and also to learn from. She gives you the confidence that is needed to go for it!

I'd like to be like her when "I grow up!"

VERY innovative and aspiring!!

Astute!

Uplifting.

Lots of fun and informative.

Great - very refreshing.

Dynamic speaker.

Speech did not follow the title.

Good closing speech.

June 15, 2007



**KENNESAW STATE
COLLEGE**

Betty L. Siegel, President
Post Office Box 444
Marietta, Georgia 30061
404-423-6033

November 21, 1988

Ms. Patricia Malone
Delta Air Lines
Department 027
P.O. Box 20530
Hartsfield International Airport
Atlanta, Georgia 30320

Dear Patricia:

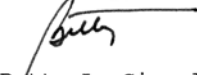
Just a note to say congratulations on being chosen the Cobb YWCA's "Woman of the Year"! I know you must have been honored to receive such a distinguished award.

Patricia, you set a wonderful example for women all over the country. I agree with your comment in the Marietta Daily Journal about the great opportunities for women in this area. We are indeed lucky.

Again, congratulations for receiving this special award. Though I was out of town on college business and had to miss the awards ceremony, I understand that it was a grand success.

My warm personal regards.

Sincerely,



Betty L. Siegel
President

BLS:bd

DELTA AIR LINES, INC.
HARTSFIELD ATLANTA INTERNATIONAL AIRPORT
ATLANTA, GEORGIA 30320

R. W. ALLEN
CHAIRMAN OF THE BOARD AND
CHIEF EXECUTIVE OFFICER

HOLLIS L. HARRIS
PRESIDENT AND
CHIEF OPERATING OFFICER

November 28, 1988

Patricia W. Malone
Department 027
Atlanta

Dear Pat:

Congratulations on being named the 1988 Cobb County YWCA "Woman of the Year."

It is a pleasure to hear that your efforts toward helping women achieve their full potential are held in such high esteem. Your caring attitude and hard work have certainly benefited your community and this honor is richly deserved.

We are delighted to add our praise to that which you will receive and we are especially proud to have one of our own fine folks recognized in such an outstanding manner.

Cordially,


Hollis L. Harris


Ron W. Allen

June 15, 2007



RICHARD L. LANG
PRESIDENT 1981-82
2985 Duke of Gloucester
East Point, Georgia 30344
Phone:
(Res.) 404/767-2998

December 5, 1988

Mr. Harry Alger, Vice President-Flight Operations
Delta Air Lines, Inc.
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320

Dear Harry:

Pat Malone has pizzaz, charisma, and a super personality. All Delta pilots have known this and appreciated her for many years. We have known her as a true friend and a great teacher.

As you know, pilots need to understand how to decipher the abbreviations and coded messages on an airport approach chart. The average person looking at one thinks it is a ridiculous mish mash of information designed by the C.I.A. as a secret document. Pat Malone was fully familiar with the subject matter. She has the uncanny ability to teach all her students to fully understand all information on an approach chart. In all of Pat's classes I never saw anyone go to sleep. She is indeed the best in the airline industry. I was pleased to learn Pat is now assisting you with flight standards. I commend you for this wise decision.

Inter-City Civitan Club was fortunate to have Pat Malone as our speaker at our evening meeting Nov. 22, 1988 at Lakeside County Club. Pat is a very accomplished speaker. She spoke without notes and had her entire audience in the palm of her hands. Remarks I heard were; a great speaker, how did you get her?, the best talk we have ever had, and on and on in the same vein.

During the 35 years that I was a pilot for Delta Air Lines, I didn't have any CAA or FAA violations filed. A part of the credit is due to Pat Malone's training, counsel, and advice.

Patricia W. Malone is a great sales person and P. R. representative for Delta Air Lines.

Sincerely,

A handwritten signature in cursive script that reads "Dick".

Richard L. Lang
Retired Delta Captain

June 15, 2007

College of Commerce and Industry

OFFICE OF PROFESSIONAL DEVELOPMENT



March 29, 1989

Ms. Pat Malone
2195 Tyrone Court
Marietta, GA 30060

Dear Pat:

I don't know what I can add to the comments you heard personally from participants at the Professional Development for Women conference that was held in Atlanta yesterday or to the accolades that you received on the evaluation form.

On the way back to Clemson I reviewed the evaluations and every positive adjective that I know was used to describe the way people felt about your closing address. I think the only thing that's missing is a Pat Malone for President movement! Hearty congratulations and thanks for a super closing to an exciting day. I'll send you a summary of the evaluations as soon as it is ready. Hope to have you participate in future conferences. You're a real asset to the program.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Helena'.

Helena C. Douglas
Assistant Director

HCD:jr

June 15, 2007

H. C. ALGER
VICE PRESIDENT
FLIGHT OPERATIONS

DELTA AIR LINES, INC.
HARTSFIELD ATLANTA INTERNATIONAL AIRPORT
ATLANTA, GEORGIA 30320
June 6, 1989

Mrs. Pat Malone
Department 027
Atlanta

Dear Pat:

Allow me to extend my personal congratulations and commendation to you upon the completion of Twenty-Five years of service on June 4th. Your dedication and commitment to this Company and its pilots are renowned.

How very special it must feel to know that you have personally touched the lives of so many men and women, and truly made a difference to each of us. Each day the caring intelligence and professionalism you have freely given is exhibited as more than 2,200 Delta flights safely take off and land. We are in your debt for your personal efforts on our behalf and only hope that you continue with the Company well into the future, continuing to provide knowledge and wisdom to "your pilots."

As one who is extremely proud to be one of your pilots, let me once again thank you for your years of service to both Northeast and Delta. You are one of the most talented and lovely ladies with whom it has been my pleasure to serve. We love you, Pat.

Sincerely,



June 15, 2007

5-28-90
P.M.
THANKS FOR
YOUR USUAL
FINE PERFORMANCE.
W.H.O.

DELTA AIR LINES, INC.

LOS ANGELES INTERNATIONAL AIRPORT
500 WORLD WAY
LOS ANGELES, CALIFORNIA 90045-5814


TO: Capt Ohmsieder - System Manager Line Operations/Domestic
FROM: Chief Pilot - LAX
SUBJECT: LAX-ATC Days

We at Flight Operations wish to sincerely thank Pat Malone for her outstanding support during our LAX-ATC awareness and exchange programs on 21 and 22 May 1990.

Our infant program was a huge success mostly due to Pat's influence and presence. We appreciate her sacrifice of time from a busy schedule to be with us on both days of our two day program. Pat took an uncomfortable situation with pilots and ATC personnel and created an interesting and educational atmosphere the way only Pat can. The willingness of everyone to discuss openly a variety of topics concerning air carrier operations in southern California and at LAX with the inauguration of our new PERSON-to-PERSON service between LAX and SFO will pay big dividends. The exchange of information was extremely beneficial to our pilots and our local ATC personnel and will definitely contribute to the safe and efficient operation of our PERSON-to-PERSON service.

We are very proud to have someone of Pat Malone's caliber at the head of our list of top-notch aviation professionals we can count on for assistance. She is an excellent facilitator and highly respected among the pilots. Her presence adds to the confidence of the line pilot and the credibility of the company's Flight Operations. She is always a welcomed sight at LAX and is usually at the center of a discussion on flight operations. Once again, thank you for your support and the support of a truly outstanding professional.

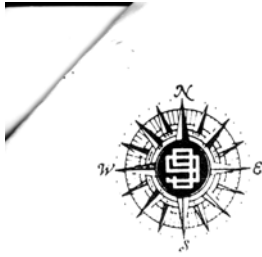
Sincerely


Lynn Hudgins
Chief Pilot - LAX

cc: J. Moran



June 15, 2007



North Georgia Ninety Nines

International Organization of Women Pilots

PC

1700 Sir Galahad Dr.
Marietta, Ga. 30060

Mr. Ronald W. Allen
Chairman of the Board and
Chief Executive Officer
DELTA AIR LINES, INC.
Hartsfield Atlanta Int'l. Airport
Atlanta, Ga. 30320

Dear Mr. Allen:

On Saturday, April 28, the S.E. Section of the Ninety Nines held their semi-annual banquet in Atlanta, and Ms. Pat Malone, Staff Coordinator, Flight Operations at Delta, was our invited guest speaker.

We wanted you to know how very much we enjoyed this lady's talk, which was interesting, informative and, because she is obviously an accomplished speaker, she knew just when to inject the right note of humor. The audience was very appreciative of her and she added greatly to our evenings enjoyment.

We greatly appreciate her kindness in consenting to be our speaker of the evening, and to Delta for recommending her services.

Sincerely,

Joyce S. Pittman
Joyce S. Pittman
Chapter Chairman

✓

WANG LABORATORIES, INC., SUITE 400, 2300 LAKE PARK, SMYRNA, GA 30080 • TEL: 404/436-9001, 800/247-WANG

WHD
4-8-90
P.M.
THANKS FOR
REPRESENTING
DELTA SO WELL
WHD



March 27, 1990

Captain William Ohmseider
Delta Air Lines, Inc.
System Manager, Line Operations
Hartsfield Atlanta Int'l Airport
Atlanta, Georgia 30320

Dear Captain Ohmseider,

I want to thank you for allowing Patricia Malone to share her wonderful career and vast experiences with us this week. All of the employees at the Wang Laboratories Atlanta Support Center found Pat's unique experience and delightful humor very interesting and inspirational. Pat radiates a self confidence and "can do" perspective. Her personal experiences and achievements are outstanding and very motivational. It was very apparent that Pat enjoys her work and is a very dedicated and loyal Delta employee. As a representative of Delta, Pat is the reflection of a highly motivated, successful and committed organization.

We feel very fortunate to have had the opportunity to share in Pat's experiences and commitment to her career at Delta.

Thank you for allowing us this unique and rare opportunity to share such a talented Delta resource as Patricia Malone.

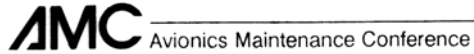
Regards,

A handwritten signature in cursive script that reads "Richard F. Boynton".

Richard F. Boynton
Atlanta Support Center Director

RFB:sds/729

June 15, 2007



May 4, 1990

TO: Vice President - Flight Operations
FROM: Chairman - Avionics Maintenance Conference
SUBJECT: Commendation

Thank you for allowing Pat Malone to participate in the 1990 Avionics Maintenance Conference hosted by Delta by delivering the keynote speech to the AMC Ladies Group. Her speech was a big contribution to the success of the most memorable meeting the AMC attendees have ever experienced.

Ms. Malone's speech was well received by the ladies, and the comments concerning it were excellent. Our only regret is that we did not videotape it because most of the AMC general assembly members would have enjoyed it also.

On behalf of the AMC, as Chairman of the AMC Steering Committee, I want to express my heartfelt thanks for the fine job she did.

A handwritten signature in dark ink, appearing to read "Pat M. Windham".

Pat M. Windham
Chairman
Avionics Maintenance Conference

PMW:ps

c: ✓ Patricia W. Malone
Staff Coordinator - Line Operations

June 15, 2007



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: Proposed Award for Certificate of Commendation

Date: **JUL - 6 1994**

From: Assistant Administrator for Public Affairs, APA-1

Reply to
Attn. of:

To: The Administrator

The Georgia Flight Standards District Office (FDSO) has proposed that the Administrator's Certificate of Commendation be given to Patricia W. Malone, who is retiring as Manager of Regulatory Compliance with Delta Air Lines.

The Certificate of Commendation is the FAA's third highest award to honor individuals not employed by the FAA. It consists of a framed plaque signed by the Administrator.

Ms. Malone's achievement satisfies the requirements for the award.

She began her aviation career with the United States Navy in 1942 where she was a Link instructor. After the Navy, she became a civilian Link instructor for the Air Force. She began her airline career with TWA in 1951 and later taught under contract to Northeast Airlines, American Airlines, and Eastern Air Lines.

Throughout her airline career, Ms. Malone has devoted herself to teaching operations specification and Federal Aviation Regulations (FAR) to crew members. Ms. Malone was not satisfied to be merely another "instructor" but through her devotion, skill, and knowledge, she was able to translate the dry world of operations specifications and FARs into clear and even entertaining subjects.

Ms. Malone's expertise and teaching ability became so well known and respected that she has been recruited by the business aviation community to conduct Jeppesen Approach Chart training "clinics" for the Flight Operations Department of Coca-Cola, Meade, Con-Agra, Celanese, First Union, and Nations Bank. Pat conducted these clinics on weekends on her own time.

She has been closely involved with the Federal Aviation Administration through teaching operations specifications to FAA Aviation Safety Inspectors. She also set up a complete accident/incident tracking system at Delta Air Lines, became the regulations liaison person for Air Transport Association/Federal Aviation Administration, and was instrumental in developing portions of the Aviation Safety Inspectors Handbook, FAA Order 8400.10.

Clearly, Ms. Malone has a distinguished career in promoting aviation safety and efficiency, and I recommend that you approve the proposed award.

Attached is a proposed citation for the plaque. The Southern Region will arrange to have the plaque presented to her at her retirement from Delta Air Lines on July 25, 1994.



Sandra Allen

Attachment

APPROVED: 

DISAPPROVED: _____

DATE: JUL 6 1994

The Pat Answer

By
Pat Malone
Manager - Regulatory Compliance

It all began back in 1975, with the first issue of the old Pilot Information Packages; the suggestion was made that an Ops Specs Section was needed. From this, the blue pages with the Jeppesen Chart logo were born. A couple of months later, the first "Pat Answer" appeared. The opportunity to respond to the many questions raised in class could not be passed up. Over the years, we have covered many subjects and, of course, I've always been right...NOT!!!

The one thing I can say is that I always learned something from every class and every issue. Each of you brought so much to each session, and you have no idea how many times what I learned in the morning became part of the afternoon class. It is hard to believe that I left Pilot Ground Training in 1984, almost 10 years ago. It seems like yesterday. One thing is certain, however. No matter how many years have gone by, the questions still keep on coming--usually with a new generation of pilots. So, here for the last time is one more question and the "Pat Answer."

Question: Please go over it again. When a NASA report should be filed, who is granted immunity and how often can I use it. Can't the captain file one for the whole crew?

Answer: There has been a surprising amount of confusion on this subject, lately. Let's see if we can't untangle the problem. First, the NASA ASRS program is basically a data base of safety information provided very candidly by the users. Anytime you run across anything that seems to be a safety of flight item, an ASRS report should be filed. The information is processed, deidentified and entered into the data bank. If several reports are received concerning the same problem, NASA has the means to take some kind of

action (an Alert Bulletin, for instance, warning all operators of the problem).

We have used this information to provide a pilot with mitigating circumstances in an investigation, by requesting a printout of any reports from the field on a certain problem.

In addition to the ability to provide input and in order to promote honest reports, a regulation was passed that prevents the FAA from using any of this information in any proceeding against you, unless, of course, you confessed to something criminal or were involved in an accident.

If a pilot files an ASRS report and provides the dated receipt showing that it was filed within 10 days of an incident, the FAA considers that the report to NASA indicated that whatever the pilot did was inadvertent and unintentional. Based on that premise, the FAA will grant a waiver of penalty. For instance, a pilot is charged with an altitude deviation and is served with certificate action asking for his license for 30 days. On submitting the dated ASRS receipt, the FAA may waive the penalty of 30 days. It is important that the pilot understands that he will still be found in violation. The waiver is only on the penalty. It is most important that all pilots understand that waivers can only be granted to the pilot who filed the report. If anyone in the crew mentions that they are going to send in an ASRS form, then everyone should.

Next point, you may send in as many reports as you wish. By doing so you are adding to the data base and may be assisting fellow pilots in the process. No one but you knows how many or how often. The only receipt that will be important is that rare one that relates to an investigation. So all of your receipts

should be saved on the off chance that you might need one.

A pilot may not be granted a waiver of penalty based on an ASRS report receipt if during the previous five years he has been found in violation. For example: you are found in violation and granted a waiver of penalty in June, 1994. You may not use another waiver until June, 1999. In December, 1996, you are found in violation again. This time no waiver can be used, and now, you may not use another waiver until December, 2001.

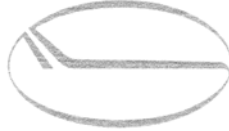
In summary, file ASRS reports anytime you feel there is any safety related reason, whether or not you are personally involved. If something has occurred that any of the crewmembers think might result in an investigation and possible certificate action, ALL crewmembers should file a report and save the receipts. Hopefully, you will never need them, but after 10 days, it's too late whether you need them or not.

By the way, there is no requirement to give a copy of the ASRS report to anyone and there is no Company requirement that if you send in a report you must also fill out a CIOR. The two are related but not mandatory. There are many occasions when you would be filling out a CIOR as well as a NASA form and would be encouraged to do so by your Chief Pilot, but there are just as many occasions where a CIOR is not relevant.

Well, my friends, there it is...the very last Pat Answer. My very best wishes for a safe, secure future and may all your landings be happy ones. With heartfelt thanks for the privilege of working with you.

Pat Malone
"Mother"

June 15, 2007



Air Transport Association

July 22, 1994

Ms. P. W. Malone, Manager
Regulatory Compliance
Delta Air Lines, Inc.
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320

Dear Pat,

What is there that one of your thousands of "kids" can say? I am trying to think back to my introduction to the family. I suspect it was Bob Hague from TWA or someone like him who said, "Call Pat Malone, she'll know the answer." Or, perhaps it was one of Jeppesen's charting seminars where we first met. Regardless, like so many others, I've been a fan of yours for a long time.

I certainly regret not being able to watch the industry honor one of its true legends, but I'll be pedaling across Iowa as I have done for the last eleven years during the last week in July. I am sure the party will be a "who's who" of aviation.

So, please accept this note of congratulations, not on your retirement from Delta, but on the achievement of another milestone in a long and distinguished aviation career. Personally and professionally, I have appreciated your support and counsel: you've been a true friend to ATA -- a believer in what we do and what we are.

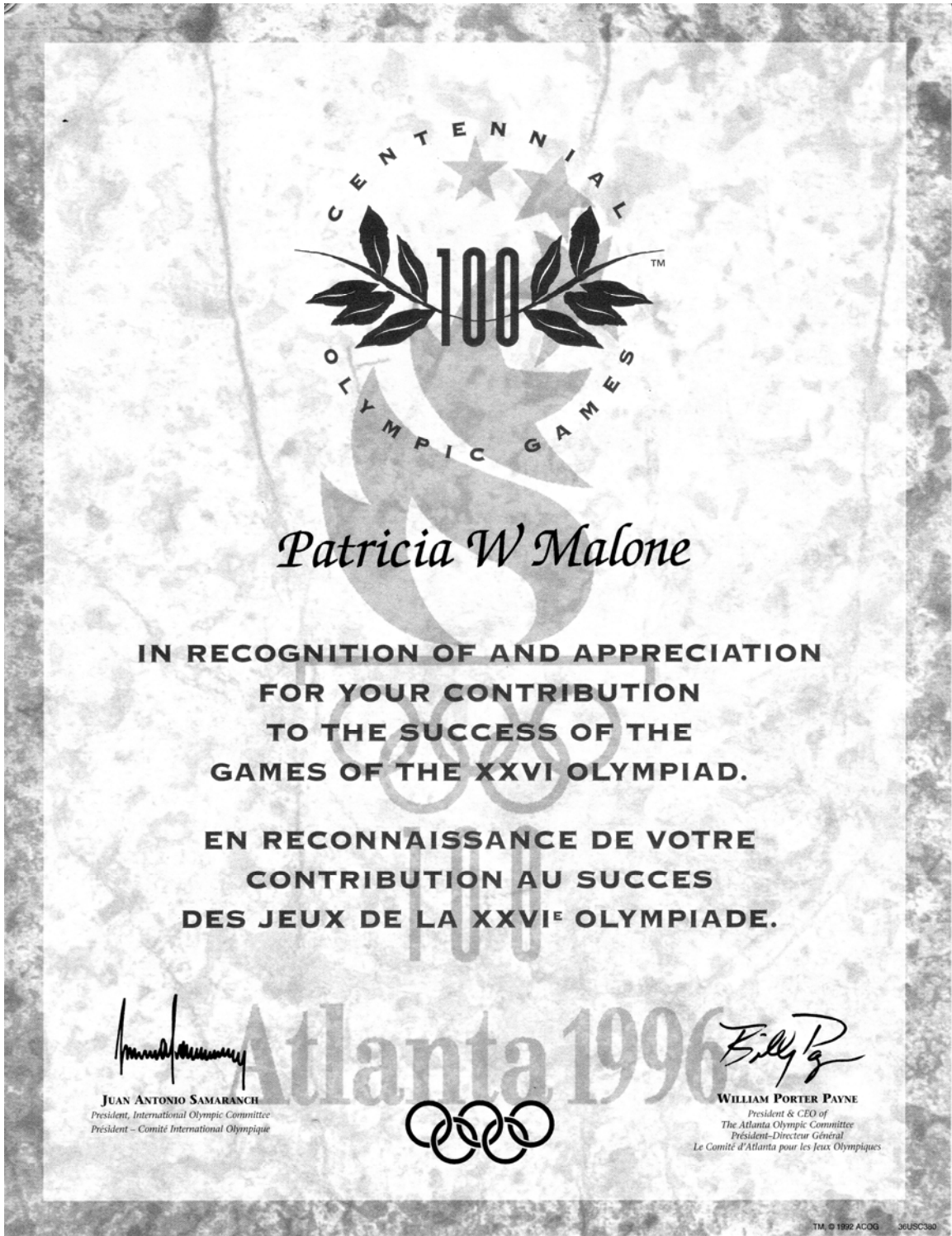
A heartfelt good luck and good health. May these warm thoughts and good wishes be the wind beneath your wings as you fly on.

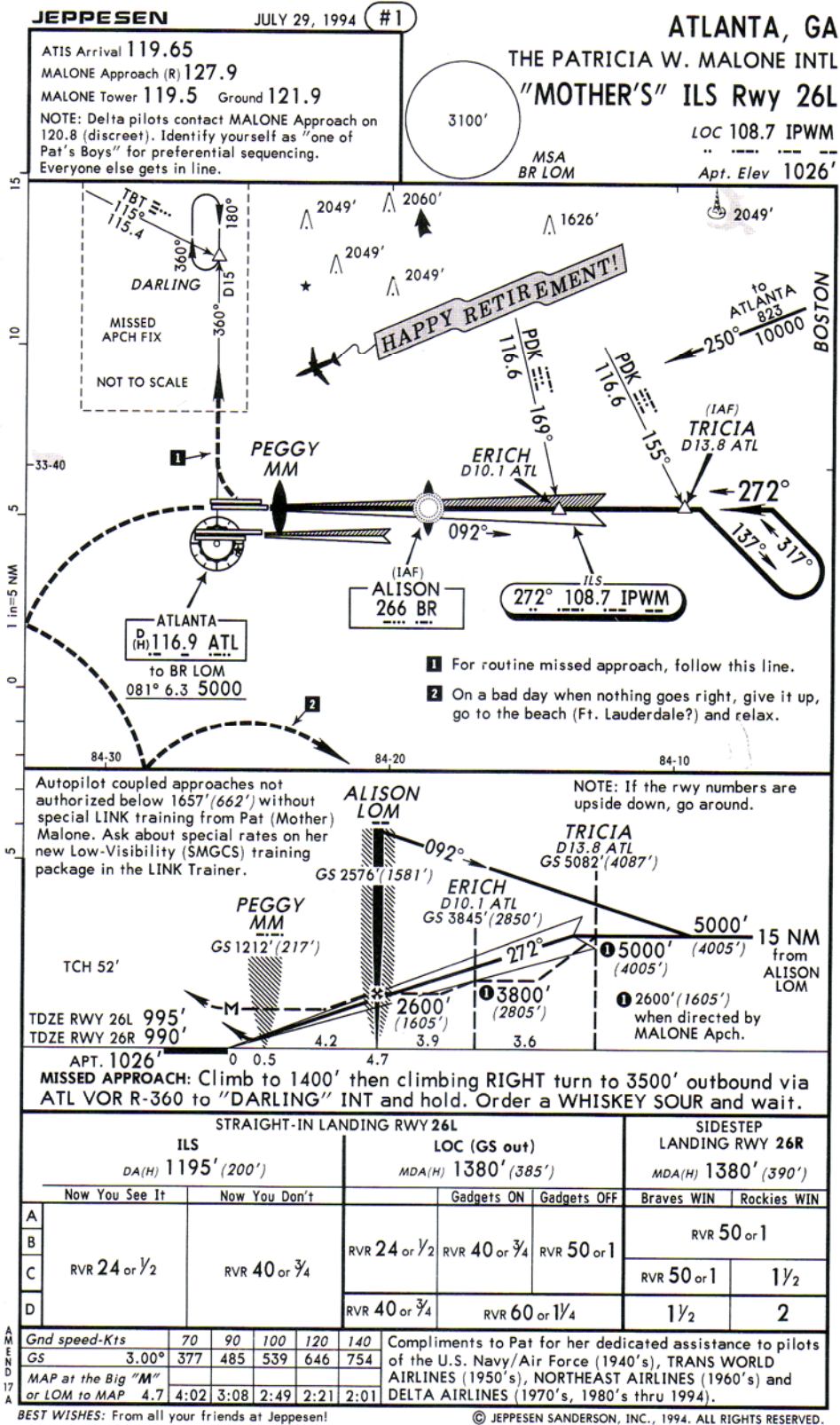
Sincerely,

A handwritten signature in cursive script that reads "Glenn".

Glenn Morse
Managing Director
Regional Operations

Air Transport Association of America
Eastern Regional Office
181 South Franklin Avenue – Suite 601
Valley Stream, New York 11581-1190
(516) 791-3444 ♦ (718) 656-4777 ♦ FAX (516) 791-3484
ARINC/SITA: NYCYXD





SUMMARY:

"Mother" Malone, as she was known by the pilots who she educated, was born on July 4, 1924, in Cambridge, Massachusetts. She graduated from North Quincy High School in 1942 and received her initial aviation training through Navy and Air Force programs. Her aviation career spanned more than 50 years and has affected hundreds of thousands of pilots and aviation professionals, military and civilian, domestic and international. She is held in high regard by all she has worked with including the FAA, ATA, ATC, NTSB, several major airlines and aviation suppliers. Her contributions to charting standards are the corner stone of today's aeronautical charts. She has been recognized throughout the industry with many of their highest awards and acclamations. A resident of Georgia since 1972, Pat served in a wide variety of community volunteer programs to include: National President American Business Women's Association (ABWA), Executive Board YMCA of North Georgia, Board of Directors Goodwill Industries of North Georgia, National President Delta Pioneers, Inc., Chair of the Delta Pioneers Advisory Board.

CAREER:

1942 - Hired as a Radio Engineering Aide, U.S. Signal Corps Laboratory, Fort Monmouth, New Jersey

1944 - US Navy, WAVES (Women Accepted for Volunteer Emergency Service). Link Instrument Procedures Instructor - Trained Advanced Carrier Based Squadron pilots utilizing the Link Trainers in instrument flight procedures.

1946 - Honorable discharged from the USN. Employed as Link Trainer Instructor by the US Air Force at their Air Material Center in Eatown, NJ.

1951 - Trans World Airlines - Link Trainer Instructor. American Airlines and Eastern Airlines pilots under contract for instrument flight procedures, radio navigation reviews and academic instruction in Federal regulations and Air Traffic Control procedures.

1960 - Northeast Airlines to operate their Curtis Wright Dehmel Instrument Procedures Trainer.

1972 - Delta Air Lines - Pilot Ground Training Department. Operations Specification Instructor. Responsibilities included instrument flight reviews, instrument approach charts, Federal Air Regulations, Air Traffic Control procedures and associated material for all Delta pilots, initial, transition, up-grade and requalification training. Also, provided instruction to all Delta Flight Control Dispatchers. At the request of the FAA, presented many seminars to a wide variety of FAA personnel on these subjects. Her programs were known for their collaborative nature to being the pilot, dispatcher and controller perspectives together while emphasizing core safety issues.

1984 - Delta Flight Operations, Regulatory Compliance and Incident Management. Her duties included work in the areas of Air Carrier Operations Specifications, as well as Flight Safety issues, Human Factors, Crew Resource Management and incident management. She represented Delta on many Air Transport Association committees, serving as Chairman on several.

1994 Retired from Delta with 30 years service as Manager of Certificate Action.

1994 to 2008 - Served as a consultant for the Jeppesen Company in accident investigations as an expert on Approach Charts. Presented academic reviews on approach charts and procedures to several private flight operations departments. Coca Cola. Mead Aviation and Conagra Corp.

DISTINCTIVE HONORS:

- ❖ Honorary member Air Line Pilots Association Council 44 – Atlanta
- ❖ Honorary member Air Line Pilots Association Council 9 – Boston
- ❖ Awarded the "Leather Helmet" Flying Award for contributions to flight safety by the Master Executive Council of Delta Air Line Pilots Association, the first woman and non-pilot to receive the award.
- ❖ Honorary member of the Delta Golden Wings (Retired Pilots)
- ❖ Awarded the Certificate of Commendation, approved by FAA Administrator David Hinson, July 6, 1994
- ❖ 2009 Inductee – Women in Aviation International, Pioneer Hall of Fame