



We welcome letters to the Editor from pilots in good standing. We will edit them if necessary, but we will make every effort to preserve the author's meaning. Letters must include the writer's name and phone number. We will publish only letters that have not been sent to other persons or posted publicly – e.g., in crew rooms. Please keep your letters to 200 words or less.

#### YOUR LEGACY

Our union representatives are elected to uphold the contractual provisions of our Contract as they have been negotiated with the Corporation. This duty should not include consideration of endless side-letters that the Corporation brings to the MEC to quell the latest “brush fire” set by management. Certainly the MEC is duty-bound to represent the pilot group that elected them, but this grave responsibility demands the MEC provide continuous leadership examples to the pilot group on how to uphold the context of our working agreement while dealing with an abusive management team. This pilot group should expect the Company to operate within the boundaries of our Contract just as they expect our performance to fall within its constraints. Labor and management cooperation must be a two-way street to be effective. Personally, I haven't seen many examples of this important axiom of late. Management teams that continually return to the “labor feeding trough” for give-backs, will do so until labor says . . . NO! This advice is important to heed because of the uncertain times ahead in dealing with the proposed UAL merger.

When we all accepted employment at our respective airlines that now make up US Airways, we were employed as professional pilots,

not as airline managers. Some members of the MEC need to revisit this fact.

During my tenure as an ALPA pilot at US Airways, I have read several times *Flying the Line*. When the founding fathers of our Association first formed our union, they spoke often of membership in “the brotherhood.” Contemplate if you will, the term “brotherhood.” Do you think we have a brotherhood at US Airways? I believe brotherhood has migrated to: hoary for me, I've got mine!

Consider that the founding fathers of ALPA wanted to leave the airmen that followed them a positive legacy. In an era of DC-6s and ruthless CEOs, such as C.R. Smith of American Airlines, I think they accomplished their goal very well. Which begs the question: What kind of legacy do you intend to leave the airmen that follow you? Ever think about this?

Next time you are putting on your uniform, check to see if your ALPA pin is displayed proudly. Do it for the professional airmen that had the brotherhood in mind during their day. Do it for the airmen that will follow you. After all, fair pay and benefit packages are always negotiated from a position of unity and strength. A warning this pilot group should very well listen to.

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