



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.

MEC CONDUCT

I have listened with interest to crew room descriptions of roll call rule by one half of the MEC. And I have learned of the denial of a quorum by the other half of our MEC. I have read newsletters from almost every base that describes fellow pilots in the most unkind terms. And I have seen the suspicions of line pilots that such actions produce. Tensions are very high.

This much I know is true; when something happens to you, you respond. You respond with a word, an action or a thought. Those actions and responses become, over time, part of your being. You become accustomed to behaving in a certain way and become conditioned to that behavior. The unacceptable often becomes routine. It reminds me of the feeling we all get when we are stuck in a rut that keeps getting deeper with the spinning of our wheels. And the deeper that rut becomes the harder it is to break free.

I fear that our MEC is in a rut so deep they have lost sight of all that surrounds them save their own repetitive and destructive behavior. Consumed by their dislike and distrust of one another they are compromising their ability to lead us.

It is time for line pilots to call for more than a mere cessation of hostilities. Our MEC must reconition themselves to act with wisdom. They are presented with an opportunity to change the future. Each and every time they act, think or speak about matters before them they must remember that we really do reap exactly what we sow.

Kevin C. Delaney (PHL)
B-757

MEC WALKOUT

The recent “walkout” by seven MEC members should be seen as unacceptable behavior by all US Airways pilots. These members were the PHL Captain rep, the BWI Captain rep and BWI First Officer rep, the DCA Captain rep and DCA First Officer rep, and LGA Captain rep and LGA First Officer rep. The money wasted by the actions of these seven came from dues withheld from all of us.

The changes made by the MEC as related to the Negotiating Committee make-up has been long needed and is a welcome change. The

things we've lost due to signing of contracts now and "working out the details later" are numerous and this way of doing business has got to change. This writer feels that as a group, we have gone backwards in pay, vacation, days worked, and even scheduling during the last several years. The LGA Captain rep told his group in a letter after his MEC walkout that "We have one of the best contracts in the industry." Sometimes things look different when viewed from a different position. I'm sure if I was a former Eastern/Trump Shuttle pilot that things must look pretty good right now. (Especially when looking at UAL pay rates.) For them, things have gotten a lot better in a very short period of time, and that's great. But, for others who have been on the property for more than 10 years, things do not look quite as good. In reality, we've gone nowhere or lost ground in most areas over the last two or even three contracts. It's time for these changes.

The seven reps mentioned above seem to be united in their positions. Their letters sent to their respective pilot groups explaining their actions were virtually the same letter, just signed differently for each pilot group's mailing. Are your individual reps representing you? Wasting your money is not good representation. When voting, your position is either going to win or lose and you must accept either outcome. Walking out is not acceptable.

Mike Haraseviat (CLT)
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TIMING

I was just made aware of a premium increase for my medical insurance. That's very upsetting. It's upsetting because:

1. I was forced out at age 60 in 1996, and while I think it is age discrimination, it was the "Rule" and I had to eat it. My retirement was calculated with 13.5 years longevity, so I needed to work a little longer for a secure retirement.

2. Bad enough that ALPA wouldn't fight for me, but the next year the Company started giving "early outs" with a five year bonus. Of course that didn't apply to those of us who just got out. I think our union should have looked at helping those of us retirees that had shortened careers because of things they could not control.

3. Now I find out that they also have free medical insurance! Mine just got increased!!! Was this needed to finance the freebie to the early out pilots?

I'm now trying to find employment to help ease the blow of this stock market. It would be nice to know that ALPA really cares about "all" of their pilots, including the retired ones who were forced out before they got their "golden parachute retirement." When the next contract comes up, would you folks try to extend a few "bennies" our way? Free insurance and passes would be nice, not to mention an extra five years.

I signed on with Braniff in 1969, so my ALPA association goes a long way back. Three years of furlough and three airlines later I'm forced to hang it up. The role ALPA has played in this pilot's career has made it hard for me to even look at an ALPA pin without feeling a lot of disappointment. Heads up gang, and help the "old guys" that quite possibly helped you get where you are today. Your future will be your past before you know it!

Milt Songy (Ret.)