

Hello, I Must Be Going



*Tim Baker (PIT)
Former Training Committee Chairman*

To paraphrase Ed McMahon, you have in your hands my last Training Committee article. After five and a half years as your Training Chairman, I've been elected First Officer representative for Council 94 in PIT. It's been a blast being your Training Chair. There are lots of thoughts running through my head to include in this, my last article to you on training issues. So let's do a "shirt-pocket notes" column of random thoughts to wrap up my tenure.

One thing the last five years have taught me is that once provided with the proper resources, there is nothing that you line pilots can't do. I've seen it time and again in training where this company has gone from contraction to growth and back to contraction again. No matter if you are training for a promotion or a demotion, you have consistently given every effort to succeed. Want to know the biggest reason US Airways' training is as good as it is? The reason is in your mirror.

- Rumor Control #1. After an extensive investigation, we have determined that the 2000-2001 Deicing Worksheet was NOT designed by the Palm Beach County Board of Elections. But it is true that the US Airways pilots who live in Palm Beach had no trouble at all figuring out how to work the butterfly ballot.
- You don't survive this long in a chairman's position without the benefit of the help of other volunteers. The pilots who have generously given their time to the Training Committee have not only made my life easier, but have done

much to improve the quality of your training. I want to give special thanks to the pilots who have served as Vice Chairman and Chairman of the Human Performance/AQP subcommittee. David Lawrence, Tom Houle, Pete Dugstad, Simon Lawrence, Sam Tomanio, Clyde Romero, Dave Culp, Mark Odom, Joe Kukral, Mike Kennedy, Sergio Fernandez, Jim Kent, John Wallace, Lee Leonard, and Paul Obear have put much effort into this committee's mission. Thanks to Al Beerley for tabulating data on Airbus training (article to follow, right A1?). Thanks also to all who have served as members of the committee, doing the thankless but important "grunt work" involved in committee service.

- Rumor Control #2. We have learned that those of you who chose answer "C" for question #3 on the Winterization Exam actually voted for Pat Buchanan. Recount to follow.
- I would be remiss if I didn't tip my cap to the pilots who have worked with this committee from the Company side of the table. Ron Schilling has encouraged ALPA's participation in all areas of training. The Fleet Captains have done excellent work implementing specific policies on their airplanes: John Ross with AQP, Paul Morel with LOFT, Kent Ernsberger trying to freshen a mature program, Rick Kertz and John Lednak

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maintaining quality in programs that are winding down, and Bob Skinner and Tracy Barnett managing new programs that are growing. These pilots have involved ALPA in their decision making, and I appreciate their keeping us in the loop. Thanks too to the pros who work in the ground school. The FCTI staff has worked hard to provide you with quality training in both initial and recurrent training. The result of this cooperation has been a better training product for you.

- If you’re stuck with time on your hands between ground school and sim, do yourself a favor and check out the funniest show on TV, “Celebrity Deathmatch” on MTV. Nothing takes the edge off of a long period of study time like a good laugh, and this show has got the goods. The death match between Bill Clinton and Ken Starr put me on the floor. Check it out and thank me later!

I’m happy that your Training Committee has become more involved with ALPA International. Below is a photo of the US Airways Training Committee at the 2000 ALPA International Training/Safety Forum in DCA. We were the hit of the party!

In closing, I’m looking forward to the new challenges that working with the MEC will bring.

Working with Frank Starnes and Steve Kline in Council 94 is great, as is working with the other members of the MEC and the MEC officers. The United merger will challenge each and every one of us in the days ahead. We must be ready for these challenges. We can prepare by attending council meetings, reading all the information made available by your MEC on the merger, and telling your representative what you think.

And one more thing, prepare for your checkrides with your usual vigor and professionalism. This will be increasingly important as the merger heats up and becomes more and more of a distraction. Don’t let the distractions affect your performance. And remember that ALPA and your Training Committee are here for you. Clyde Romero (PHL) has taken the reins of the committee on an interim basis and will continue actively participating in all matters that affect your training. Let him know your thoughts. And thanks to you all for one heck of a ride over the last five and a half years!

See you ON THE LINE!



US Airways ALPA Training Committee members at the ALPA National Training/Safety Forum (from left): Clyde Romero (PHL), Tim Baker (PIT), Sam Tomanio (CLT), Sergio Fernandez (BWI), Mike Kennedy (BWI/DCA). Not pictured: Simon Lawrence (BWI) and Paul Obear (BOS)