



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.

DOES TRUST EXIST?

Reflecting on our MEC chairman's January/February "Light at the End of the Tunnel" article, and also several of the same issue's "Letter to the Editor" responses, it appears as though organizational dysfunction continues to drain our valuable resources and assets. Lack of managerial communication, trust, loyalty, and information flow, especially in our current situation, is unacceptable to our pilot group. Consider this: When trust exists, communication is effortless! Does trust exist between US Airways' pilots and management? How long do we continue to suffer as a result of these negative suboptimal processes, which continue to erode our profession?

*Phil Gibson (CLT)
B-737-3/400*

KEEPING OUR FOCUS

Recently, Captain Robert Sumwalt published an article emphasizing the need to avoid cockpit distractions associated with the events surrounding our airline. I agree wholeheartedly with the sentiment of that article! If you will recall, that was also Captain Jim Schear's message to us a number of years ago during "Restore Confidence."

I would like to add my thoughts to theirs. As I am a long-time commuter, I spend a lot of time in the back of our airliners. I see a disturbing

trend that appears to be developing with our cockpit crews. And that trend is a loss of concern for communicating with our customers. On numerous two-to-three hour flights, cockpit crews have made no PAs until the descent announcement. On one flight recently, nothing was said en route, even though we held for a lengthy amount of time. Please, please do not forget who is ultimately responsible for the salaries that we all receive—our customers! Regardless of what our future holds, we must continue to be aware of the wants and needs of those people who entrust their lives to us daily. Our Leadership Development Program, which stresses the importance of PA skills, emphasizes that we should put ourselves in the shoes of our customers. Imagine that you are that customer, who knows absolutely nothing about aviation and is a little nervous. What information would you like to hear from the crew?

I know that these are trying times. The uncertainty of our futures, the shortage of pilots, and the trying weather conditions that cause delays this time of the year throughout our route system can all cause us to be distracted. Please maintain your professional focus on all details of your job, in spite of these concerns. When you finish that trip, you will feel a sense of personal pride and accomplishment in a job well done!

*Don Gieseke (PHL)
A319/20/21*

SLAVE TO TWO MASTERS

For over one year now, I have seen US Airways management become a slave to two masters. I do not believe anyone can run an airline effectively and sell the airline at the same time. The priorities are obviously in direct contradiction. The first glaring contradiction I saw was when US Airways management bought up \$1.8 billion worth of stock at \$45 to \$60 per share with our profits*, rather than reinvest that money back into US Airways in the form of the “Turbo Growth” that was promised.

The next contradiction was the canceling of aircraft orders, which of course include the A330s that were ordered with the wrong engines. I can only wonder how much revenue is being lost due to this aircraft’s lack of load and range. I can think of a number of aircraft that would have been better suited.

Why did our corporate management hedge fuel too little too late in December 2000, unlike Southwest and the other major airlines.

And the last contradiction that I can see is: Why are we canceling flights due to pilot understaffing? Why are we not hiring and upgrading more pilots to fill the void? Why are we not flying to SJC, PDX, and SLC like we were told we would? How demoralizing it is when US Airways management goes to the media and says, US Airways cannot survive in the future. Well, given what is going on, I believe it. Is it because US Airways management is *slave to the wrong master*? Don’t get me wrong. I would love to see United buy us. We will then have a management that is dedicated only to running an airline.

Our management has done many things to make US Airways a better-run airline. Look at the billions of dollars of profits we made a couple of years past. We should have sounded off in praise when they helped us do that. We should also sound off loud and clear—all 40,000 of us—when we see such glaring contradictions.

* US Airways Year 2000 10K Annual Report, Page 30

Anthony Pietromonaco (PIT)
B-757

CASH ONLY

Soon the MEC will face the decision of how to allocate the proceeds from the parity review. I believe the entire amount should be remitted to the pilots in the form of cash only. This is not to imply that those not covered by the no-furlough clause do not deserve protection. This

is not to imply that those who were furloughed do not deserve longevity credit, or that the reserve system does not need improvement. The problem is that Mr. Wolf’s management team has demonstrated time and again that they would rather spend considerable amounts of time, money, and effort renegotiating an agreement than abiding by it. If an option other than cash is selected, we will be purchasing an item with the price set by management. We would be foolish to believe they will put a realistic price tag on it. Improvements to the Reserve system will be met with the usual excuses—problems with Sabre software; that darn Luis McSween is at it again; and so forth. Mr. Wolf has spent the past 18 months telling everyone who would listen that we are at death’s door. So we can be assured that if the UAL deal should fail, our next contract negotiation will involve his taking hostages, whether or not we have no-furlough agreements. It is not that options other than cash are unworthy of our parity review proceeds; it’s just that I doubt we would get our money’s worth.

Tim Anderson (DCA)
B-737-300

SAYING GOOD-BYE AND THANK YOU!

As it turned out, I could have written this letter more than a year ago. But back then, I didn’t really know how things were going to go. I wasn’t sure that I’d already flown my last flight, in spite of what my FAA doctor told me. I’d adopted a wait-and-see attitude—didn’t want to write any premature farewell letters. But, we all know how time flies when we’re not flying. It seems to me like only weeks ago that I finished up a four-day trip on the DC-9, and later that evening started feeling like I was coming down with a bad flu. Well, if that were true, I guess it would have been the good news. A couple of weeks later, I was still spending most of my time in bed. I finally went to see my FAA doctor. To make a long story almost as long, things got a whole lot worse before they started to get worse. Then they started getting better. After extensive testing, I was diagnosed with severe Chronic Fatigue Immune Dysfunctional Syndrome (CFIDS). It’s a somewhat mysterious virus that produces multiple symptoms, some of which (as in my case) require medication that grounds flight crewmembers. The treatment can be long term, and it appears that it will be for me. The good news is I’m recovering, and I can live with the limitations I face. Sleeping is one of my



favorite pastimes anyway. I'm up at "the crack of noon" every day, unless I decide to sleep in.

When I was grounded (2/1/00), I had only 15 months to go to normal retirement (it's official on 5/1/01). I already look back at a memorable career with wonderful friends, great flying, and good times. Although it would have been nice, I didn't really need to celebrate a retirement flight. I like to think that I'd already celebrated on every flight I'd flown. All of the great people I worked with made that possible for me.

I want all of you to know how much I appreciate what you did to make my 17 years at our airline as enjoyable as it was. I have so many people in so many departments to thank (at US Airways and ALPA) that I wouldn't know where to start. So I'll just say that if you're reading this letter right now, and you remember me, then it's to you that I'm writing. We were a great team, and we did a great job. I won't forget you. I know that I worked and flew with

the best. I wish all of you good health and a wonderful career. Take care of yourselves . . . and THANKS AGAIN!

*Jim Waters
Retired*



ATTENTION: ALL RETIRED PILOTS *and* RETIRED PILOTS TO BE

Have you been told that you don't qualify for a Roth IRA because you make too much money? It's time to start thinking "Outside of the Box"!

We are exploiting a loophole with other US Airways pilots which may allow YOU to qualify! But you must take action NOW - before the law changes!

The professionals at Amherst Financial Services, Inc. Can provide you with a detailed analysis of your situation and a "game plan" to take advantage of the current tax laws. If you can qualify, Roth IRA benefits may include:

- TAX FREE GROWTH and INCOME for you and your heirs
- A POTENTIAL INCREASE in after tax assets of 30% or more depending on your individual circumstance.
- MORE EFFECTIVE ESTATE PLANNING which often results in a decreased need for life insurance.

The Roth IRA can become the most effective multigenerational wealth building tool ever! Shouldn't you see if you can qualify? Contact us today to receive a free preliminary analysis of your individual situation!

Robert C. Monin, CFP

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