



*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.*

**MORE FOR METROJET**

I would like to congratulate the mainline pilots on their recent 17 percent pay raise. With the next mainline parity review coming up in a few months, even mainline B-737 and F100 F/Os will be making more an hour than MetroJet Captains. So, hopefully, I'll be able to join you on the next equipment bid.

I would like to see our next contract negotiating team include *all* of the pilots in this union for those parity reviews. As I remember, the MetroJet program was modeled after United Shuttle, Delta Express, and Southwest operations and pay. The United Shuttle and Delta Express pilots now receive mainline pay. Even if Southwest pilots receive a 100 percent pay raise, the MetroJet pilots get *zip*.

Only about 10 percent of our fleet is in the MetroJet program. As I understand the contract, US Airways can operate 25 percent of the fleet under the MetroJet colors. So, is it just possible that Mr. Wolf and Mr. Gangwal will start painting more of the airplanes red to bring the MetroJet fleet up to 25 percent and more mainline pilots down to the *great* Metro pay, plus those outstanding stock options?

*Ted Unruh (BWI)  
MetroJet*

**STRONG AND UNIFIED**

UAL terminated its proposed acquisition of US Airways. There has never been a more opportune time for the pilots of this airline to unify and make our position very clear to the management of this company—that is, we expect management to live up to its promise of expanding this airline into a major international carrier by acquiring the A330s on order and aggressively seeking additional routes. Unfortunately, we are in a “catch up” position. As Mr. Wolf has been obsessed for the past 14 months with selling the airline, our operation has severely suffered. If he has no interest in that objective, then he should resign immediately and allow the Board to select someone to run this company who has the ability to expand us into the competitor we are. This company has an extremely lucrative franchise, outstanding employees, and, as we become an all-Airbus airline, the cost structure to be competitive. Clearly, the only ingredient missing from this formula for success is skilled management. Our current management is only skilled at pointing the finger at some other reason for the Company's failure, and not accepting responsibility for poor management, e.g., failing to hedge fuel prices, a decision which flabbergasted every airline analyst. This is NOT the time for this pilot group to



become scared and weak, and succumb to Wolf's threats of downsizing if we don't give concessions. We MUST be strong and unified, and refuse to "bail out" this management team once again, only to have promises made to us which they have no intention of keeping. We will be facing a "gut check" time for our pilot group. I

hope that I can retire from this airline in six years and be able to say that I was a part of a pilot group that unified, stood our ground, and refused to subsidize poor management.

*Dan Bowen (PHL)*  
*B-757*