



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.

SIMPLE BUSINESS

It's simple business—if this carrier is not healthy and profitable, discussing recalls is pointless. If it becomes healthy and profitable, discussing recalls will be unnecessary.

*Scott Theuer (PIT)
B-757*

through a hard time in which they are also victims of terrorism. I encourage the MEC to devise a method by which retired pilots can voluntarily assist those currently on furlough with their medical/dental coverage. I also encourage my fellow retirees to consider this as an opportunity to help others in our profession survive a temporary setback in their aviation careers.

*Ralph Herbst
Retired*

HELPING FURLOUGHED PILOTS

The furlough of up to 1,100 US Airways pilots is particularly disturbing to those of us who have "been there, done that." I was a TWA retread who was laid off 9 out of 15 years because OPEC quadrupled the price of fuel back in the early 1970s. I was lucky enough to change companies and had 13 wonderful years at USAir prior to retiring 4 ½ years ago.

During my nine years of furlough at TWA, ALPA negotiated several major benefits for those of us "on the street," never forgetting us for one minute. When I was flying with USAir, I remember the ALPA membership assessing themselves to help those on furlough with medical/dental coverage. It was the right thing to do. Now active members are doing it again and as a retired pilot, I would like to find a way to contribute as well.

The events of September 11 were a major cause of the current furloughs. Here is a chance for retired pilots to help our younger successors