



*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.*

**KNOW YOUR CONTRACT**

Well I finally got my copy of that long awaited contract we've all been talking about during the 19 months since it was agreed to, and guess what? I noticed that our management thoughtfully placed it in a binder triple the size required, causing it to take up 25percent of the available space in your average roll-aboard. In other words, our management wants to make absolutely certain that you and I, the line pilots, never have a copy of this important document available to us when we need it the most - while we're out flying the line. I hope this hostile act by management, the latest one, that is, will serve as a reminder and inspiration to us all to 1) Buy a small binder and place our contract in it, 2) Carry it with us at all times while flying, and 3) Fly our contract to the letter: no less and no more. After all, a deal's a deal, right?

I'll say one thing for our management though, at least they're consistent. At every turn they poke and prod and push at what they perceive as the soft belly of the pilot group, knowing all the while that it is possible to tear a house down one stone at a time. And that's just what they're doing, one little step at a time. Learn your contract, carry your contract and fly your contract. It is the one legal document that affects your life more than any other, more than your mortgage and perhaps in some ways even more than your marriage. It has taken 70 years of the Air Line Pilots Association to bring you the contract you have today, and without it, all of those other legally binding things in our lives,

like mortgages and marriages, would surely be very different, too, if it weren't for the first one: your contract.

*Jim Anderson, retired*

**PAY CUTS UNNECESSARY**

I believe we have done ourselves a great disservice by approving a wage scale for MetroJet far below mainline standards. I am not opposed to the concept of a competitive response, but like other US Airways employee groups, I think that pay cuts were totally unnecessary.

In our recent merger with the Shuttle and in future mergers, these MetroJet jobs which used to be mainline B-737-200 jobs have been diminished in the eyes of arbitrators to a wide-body F/O equivalent. I think the purpose the company had in mind when asking for these rates was to divide us and demoralize us; we must not let that occur.

Ironically, the pay rates we voted for did not benefit the corporation in the short term. Any savings from the low pay rates have been squandered many times over by the horrendous training costs associated with flushing out and re-training several hundred pilots pushed off by the lower rates of pay.

We must remain unified to rid ourselves of these Metrojet rates. If you still need motivation for this cause, just ask any dispatcher, utility worker, mechanic, gate agent, reservation agent, or flight attendant how willing they would be to take 30 percent pay cuts for the MetroJet flights they work. Their responses of disgust at the



concept are what we should all feel in this pilot group.

*Mike Cordova (BWI)  
B-737-200*

**RETIREMENT RECOGNITION**

This in reference to “Letters” May/June ’99 Retirements [Garbett (PHL)]. I retired on May 1, 1999 (early out). My last trip was April 30, 1999 with only 33 years airline service—Braniff/Piedmont/US Airways. First, I would like to thank my crew, my wife, Susan, Capt. Steve Clegg (PHL 767/757) & Check Pilot Chip Kieger for a GREAT last trip. My point is if it wasn’t for Captain Clegg, I would not have had a water salute from the fire department or a retirement cake in Ops. as he set up both and paid for it. It may be of interest to you to know that schedul-

ing sold my last two legs for an I.O.E. but thanks to the check airman, he would not take it from me.

I put in 33 years with the airlines (as did many others) and kicked into the kitty for plenty of cakes and flowers. For the Union and management to let these pilots walk off on their last flight without even a “Thank You” or “Job Well Done,” is a hell of a note!

I did get to say goodbye to friends and the Base Admin. Mgr. was there, too. So it all worked out great for me in spite of the Company & ALPA. I had a wonderful career and I’m having a fantastic retirement.

I just wanted to say a special thank you to those that made my last trip a happy one.

*Jerry Borchin, retired*

