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Ron Barnett

Increase Pay; Represent Pilots; and Promote Safety (everything else is a distraction)

for DTW Pilots!

Written endorsements located at www.RlbC20.com

Fellow DAL DTW Pilots,

BOTTOM LINE; I am a 96' hire that has ALWAYS flown out of DTW!

Council 20 will be the **First** former NW Council to elect into the new DALPA MEC! A huge “reset button” has been pushed on our future careers. Through the crisis of the last several years we have managed to “FLY the Aircraft, Silence the Bells, perform the appropriate checklists”, and continue **FORWARD** from our turbulent past. I, **Ron Barnett** would like to provide the constructive engagement that is required to face the threats and challenges that the future will no doubt present! I am asking YOU to vote for me, **Ron Barnett** to represent YOU on the Delta MEC.

I hope that your family had a safe and enjoyable Thanksgiving. Like so many of you, my family shared the traditional “airline” Holiday, not on Thursday, but we were grateful for the opportunity to come together from ATL, CLT, and PIT. I shared it with my AFA US Airways mom the Flight Attendant; my APA American furloughed 737 pilot sister, her Delta mechanic husband, and my family including my wife the former commuter flight attendant. Remarkably, as a group we were able to give thanks in just being together. We set aside furloughs, pension terminations, pay cuts and ALL of the other changes that the airline industry had dealt this family since 1960! It is in the spirit of this entrenched airline family that I find the will to fight for **YOU** and your **FAMILY**.

Our ATL brothers and sisters suffered NONE of the NEGATIVE campaigning that you have been bombarded with. And with that they had a 38% turnout! If the new DAL C20 were to provide a turnout considerably higher it would send a CLEAR and POWERFULL message that WE are paying attention and

are COMMITTED to our collective futures! It is ALWAYS EASIER to take the negative position.... You do not have to prepare. In this case **NOT VOTING IS THE NEGATIVE POSITION.**

Unfortunately, I find it necessary to address my opponent(s) use of others to personally attack my character and commitment to **YOU** the **DTW** pilot. I have not used nor have I endorsed such tactics. I feel strongly that a Rep **MUST** at all costs, even political, **PROTECT ALL Pilots.** I have never alluded to the idea that I might **NOT** represent my opponent even though he is senior to me. Nor would I be unable to represent a certain Sec. /Treas. Candidate even though he is junior to me. I would certainly have no personal opposition to represent future SEA and ANC pilots displaced into DTW post SOC. It is even more deplorable to me that a fellow pilot's medical status has been used towards political gain in this campaign! I have served our LTD pilots on the disability board. It was this service that instilled upon me the personal right to privacy that we each have.

It has become evident that some misrepresentations and outright lies have been cast. I wish to clarify these issues for you. It has been this VERY misrepresentation of facts and character assassinations in the past that has left YOU, the line pilot, with disillusionment for your Union and fellow pilot! **This is the part of C20 I wish to change!** A certain endorsee of my opponent who has served as an LEC officer in two bases other than DTW has been less than truthful. To clarify, yes I concluded the Compass first contract, at the direction of our MEC, to protect not only the Compass pilots yet to be hired but also OUR pilots from management exploitation of Compass pilots. Additionally, I was an architect of the "Flow Agreement" that helped deter furloughs through this economic downturn and \$150/barrel oil. In this Captain's distortion, he aligns me with a network of pilots. I have NO connection with any network of pilots. He further plays with your emotions by inferring a TDC lawsuit. I negotiated the TDC at the direction of our then current MEC and followed it through to its inception and legal challenges. You must ask yourself how this pilot's allegations could be true. Again, these divisionary, narrow minded politics must be gotten rid of on our new MEC!

I commit to be issue driven and not emotionally motivated. We currently face three important issues:

First Delta/ JAL deal means **JOBS!** Depending on the structure of the deal, the resultant "Open Skies" treaty, and the Anti- Trust Immunity it could mean gains or losses to our pilots. I have negotiated JV language in addition to pilot protocols between alliance pilots. These "tools" are imperative to the protection of our jobs. Through my work on the National International Affairs committee I have the experience to address our pilots' needs moving forward.

Second Since the Deregulation act of 1978 we have witnessed regional feeder carriers grow from 10 seat unpressurized aircraft to E-195's today with the ability to fly 99+ pax nearly coast to coast. Through pattern bargaining in multiple bankruptcies and the proliferation of LCCs this decade our work has been threatened by lower cost providers. A stop to this erosion will only come from the balance created by our flow agreements with the feeder carriers. When approached with the proposition of flying 100 seat aircraft, the pilot with a right to flow to the mainline will choose it to go there to promote his career. Also, ATP minimums as experience requirements would stem some of the "free agency" that regionals

enjoy as pilots move from carrier to carrier to build experience. The first Compass contract contains **BOTH** of these provisions.

Third We as professionals deserve secure and meaningful retirements. In this area I have worked on multiple fronts. I lobbied for PPA06 to protect \$1.6 billion in earned pilot benefits. At the MEC's direction, I helped negotiate alternative vehicles to provide Long Term Disability and Survivor Benefits for all pilots and assisted with the TDC plan. As a member of the RI committee, I have participated in the Pilot DB review, to include experience with the liability funding schedules that will prove the most important variable to the health of the plan. **EVERY Delta pilot deserves a secure and meaningful retirement plan!** I have experience with the various elements of these issues. If these issues are important to you then please vote for me, **Ron Barnett** as First Officer Rep.

I have and will stand by my record of experience, dedication, integrity and sense of fairness to ALL Delta pilots. **IF ONE DELTA PILOT HAS A PROBLEM, ALL DELTA PILOTS HAVE A PROBLEM!** The same tired strategy of DIVISION that my opponent's "TICKET" has employed should leave you as disenfranchised as I was before volunteering. I had become so tired of a double standard in which some would proclaim this yet did that. I am committed to restoring the **RESOLVE** and **UNITY** that I had witnessed while walking the picket line in DTW in 1998 days after my son's birth! My endorsements are a varied and diverse group. All colors, seniority, age and such. They are also present and former ALPA volunteers that can testify to my dedication, commitment, skill set, and results.

As our pilot group and MEC morphs into ALPA's largest MEC there is opportunity for both to become powerful and positive. I wish to contribute my constructive leadership to make that happen. Leadership must be about forward vision and not rear view mirror politics. We must resist the Gulliveresque temptations of this enormous body and provide it the means to be relevant for our pilots and their families. Bottom up representation is messy. It's hard and it takes effort. But, in the end it produces a resolve that our group presented a decade ago that is represented by the "battle star" above your ALPA pin. Through a decade of disaster in the industry we have ALL lost some or all of that resolve. **This new start with Delta is "change" and it should be embraced.** We must restore trust through communications that are not veiled and include ALL points of view. It is my experience as a union airline family member that unity and resolve are the tools towards prosperity and protection. Through the free exchange of ideas, the discourse and debate to consensus, a message and vision can be shared with and supported by our new group.

Watts/Barnett/Hart Mission Statement:

Increase Pay; Represent Pilots; and Promote Safety (everything else is a distraction)

Please vote for us, **Ron Barnett** for First Officer Rep, **Ken Watts** Captain Rep, and **Silas Hart** as Secretary/Treasurer Council 20. Let's transform Council 20 together so that we and our families can believe in DTW and our futures.

YOUR LAST VOTE COUNTS!

VOTE @ <http://dal.alpa.org> or the Crew room page of the ALPA website <http://crewroom.alpa.org>.

VOTE @ <http://dal.alpa.org> or <http://crewroom.alpa.org>

Or

Phone (888-647-1787) with your VIN and PIN.

Please call ALPA at 888-FLY-ALPA, option 3 for your VIN/PIN

LAST WEEK TO VOTE, BALLOT CLOSING DEC 10@ 10AM ET!

Finally,

I thank you for taking the time to pass above the rhetoric and party lines. I thank you for taking the time to review the candidates and to contact each of us with your questions and concerns:

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Greg (Rizz) Rizzuto cell (unlisted)

Email; rizz20cobra@gmail.com

http://www.rizz20cobra.com/Page_5.html

Delta management HAS to listen to Delta ALPA and YOU Are Delta ALPA. Show management that we are prepared to meet the challenges of **contract 2012 together and unified!**

Fraternally,

Ron Barnett