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Fellow Detroit Pilots:

In running for Council 20 Secretary / Treasurer I have promised full disclosure of every DAL Council viewpoint. You see, I firmly believe that you, when provided with all Council's posts, can decide what course of action you want us to take. **Again I think our Line Pilot not only "gets it" but that our elected representatives should follow your consensus.**

In keeping with that view, I have copied a rebuttal from Council 54 of statements made by our LEC officers regarding the MOU 7 fiasco. Please read the Council 54 post at the end of this email; it addresses specific parts of the latest Council 20 campaign newsletter article by Captain Tom Tucker. Again, I ask that you draw your own conclusions on what transpired.

Finally, if elected, I once again pledge full disclosure of all Council posts and promise to solicit and represent the direction of the Council 20 pilot group. As Line Pilots **your** view is what matters. **I support Ken Watts and Ron Barnett in this election because they fundamentally agree that your views are the only ones that matter. Ideally with new leadership our MEC can move away from the personal attacks and Council blame game that has plagued our MEC and Council 20 for many years.**

In closing, **if you want to see every side to every issue, a vote for me will get you exactly that.**

Fraternally,

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Sent: Tuesday, December 01, 2009 11:45 AM
Subject: DAL 054 Update for 12-01-09 from Art Aaron

ALPA: The Pilots Union

TO: Seattle Pilots
FROM: First Officer Art Aaron, Delta Council 54 Secretary-Treasurer

This flash is a break from tradition for us since Jim, Jeff, and I have always presented a unified voice to the Council 54 pilots. We do not bother with personality-driven updates from each of us; instead, we focus on the issues that are important to Council 54 pilots and all Delta pilots. We now are in receipt of some phone calls because of current campaign literature that is occurring in the Council 20 election. Captain Tom Tucker, who is running against Captain Ken Watts, has put out a flyer that has false and misleading statements. Since I was hired in November 1995, I have been based in DTW six times through the years. I was last based in DTW until March 2007. I feel somewhat responsible since I not only voted for the current DTW reps, but I also have given money to support some of them in the past.

Captain Tom Tucker, in his campaign flyer, makes what I consider false and misleading statements. We are in receipt of phone calls due to the following statement:

My peers in SEA chose to explain the situation in line-by-line detail through a Council 54 communication rather than become involved in correcting the problem. They did not participate in the MEC conference call even though one of them is on long-term sick leave and not flying.

I was on the conference call to discuss MOU #7 and answered a voice attendance roll call as did Jeff Panioto. I was also at the home of Mike Bigelow, the current secretary-treasurer of Council 55. The chairman of Council 54 missed roll call due to traffic, but was also with us during the call. So Captain Tucker has made an incorrect assumption about our role in the MEC due-diligence process on a matter that has affected many North pilots. One call or e-mail to the ANC secretary-treasurer, Mike Bigelow, can confirm the truth and validity of my assertion. Captain Tim O'Malley, the Delta-South negotiator, delivered the presentation, and then questions were asked by members of the MEC. Questions are asked in council order, starting with Council 1, and counting up through 108, therefore Council 20 comes before 54. Captain Tucker either hung up or was not listening. I asked a question of Captain O'Malley when he disclosed that there was a financial savings to the company of closing down ANC under the new AE system versus our APA system.

Council 54 Flash of August 28, 2009, came out after the conference call. We took all the information that was heard by all members of the MEC and put it out after studying all of the information in print and from the conference call. Council 54 still asserts that the final APA should have been done as outlined by

the TWG and management in previous letters. Captain Tucker seems to think the problem has been fixed by him and Captain Massey, who discovered a problem. If these men “fixed” the problem, why are pilots now lining up to file grievances?

Another Captain Tucker statement I want to address:

“Why didn’t a SEA LEC officer, at the minimum, review a derogatory and unsigned e-mail before it was distributed?”

Captain Tucker called me on 11/04/09 to discuss this incident. I told him that I received the e-mail picture and opened it in Word, but I did not forward it. A few days later, Captain Tucker and I attended the MEC strategic planning meeting in ATL. Captain Tucker did not approach me to discuss this issue further, so I considered the matter closed. Captain Tucker, now three weeks removed from our call, is again trying to blame me for something he was given the answer to. The e-mail in question is a picture of Captain Tucker and CEO Doug Steenland smiling. Captain Tucker is in a NWA uniform and Mr. Steenland had his hand on Tom’s shoulder in a congressional hearing room. Yes, I would be upset too if I used poor judgment and allowed my picture to be taken with the CEO responsible for our 36 percent pay cut and smiled doing it.

Trust in ALPA has gone down over the last seven to eight years, and having to respond to political fodder is not helping. I realize that your trust in us (as reps) has to be earned, and I have spent the last two years trying to avoid the same personality-driven camps that some pilots want to line up behind. Issues and ideas should be what pilots need to focus on, not the messenger. Apathy is management’s best friend. An unfocused pilot group allows management to set their goals to divide and conquer. When I ran during Council 54’s last election cycle, Jeff and I ran unopposed and only 12 percent of the pilots voted. You are our best check and balance to the system. By taking the time to look at the issues and vote, it is your active participation that keeps your representatives in check. I would hope that when the next election comes, we would have 100 percent participation and a full slate of candidates to choose from, for all of our sakes.

Fly safe,
F/O Art Aaron, Secretary-Treasurer
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