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To all Council 20 members,

My name is Mark Weinkrantz and I am seeking your support for the office of FO Rep in DTW. I grew up in a Union home and walked my first picket line with my father (a Union Organizer) when I was ten years-old. Back then disputes were worked out, in restaurant back rooms, with either an envelope of cash or a Louisville Slugger as motivators. As gentlemen we have moved far beyond those tactics but the strength of a Union is still defined by its resolve. Through corporate moves, far beyond our control, we find ourselves at the starting point all over again. All the sweat, blood, and money we dedicated to build a solid contract at NW have been flushed away and we find ourselves in a corporate culture we are not accustomed to and working under a contract for which we really had no input.

I was hired by Northwest in 1987 after leaving the Air Force. Since then I have flown 727SO, 747SO, 727FO, DC9FO, 747FO, DC9CA, 744FO, 320CA, and now I am back as a First Officer on the 744. Commuting has been the only lifestyle I have known in my airline career and I know the importance of a good jump seat and call in honest policy. I also know that getting my schedule on the 13th or 14th of the month made life a lot easier than waiting until the 17th to plan my life. Many quality of life issues we had at NW are non-issues at Delta but I believe that is going to change.

As Delta management starts to move flying and aircraft in and out of bases I expect to see many pilots either becoming commuters (to chase the flying) or having to bid down in category to stay in base. Over the past several months, as I have met our new (Delta South) brothers, I can honestly say that every one of them has been a nice guy. It is becoming obvious to them that their status quo is about to be blown out of the water and that is why now is the time to educate them and demonstrate the value of the NW Pilot experience. There will be opportunities to press for improvements in our contract when management approaches us for "favors." It is

imperative that you have leadership in place that can seize these opportunities. The Union-Management relationship does not have to be universally adversarial but I do not want to see my ALPA Reps out playing golf with senior management either.

Most of my volunteer work has been dedicated to my community. Of course, during the Eastern Strike, I walked picket lines in five different cities and managed to get some pilots hired at Northwest. During our “lock out” of 1998 I was stranded in Manila for four days and among some of the last crewmembers to get home.

On my days off my involvement includes:

YMCA Board Chairman

Mentor for 6 school children at 4 different schools

Original Chairman of a 70 person CERT (Community Emergency Response Team) and currently serving as Coordinator

Rotarian

Deeply involved in the local Fire District.

Now it is time for me to direct my energies into my Union . Maybe a little “old school” resolve is exactly what is needed. If any one thing has inspired me to run for office it would have to be the efforts under way now to improve our MAC flying provisions. More and more of our guys are checking “no” on the volunteer page to make a unified statement that we need to see changes made. Without question we all want the company to be successful and the lucrative MAC flying can play an important part in supporting the bottom line. But, it is now, right now, that we have to show the resolve to be treated as professionals or accept whatever is tossed our way for the remainder of our careers.

I thank you for your consideration as you fill out your nomination ballot.

Mark Weinkrantz

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