



ALPAWatch 2009 Candidate Questionnaire

1. Do you have any prior ALPA experience? If so, what positions did you (do you) hold and when?

Answer: LEC contract administrator in 2002-2003.

2. Almost every pilot at this airline is flying more and has less time at home. Why are you volunteering even more of your time and effort for ALPA work?

Answer: That is exactly the reason I am volunteering, to try and restore our career. I think our Union could use some fresh faces and new ideas. I think our union is much like congress where it is easy to get entrenched and forget what is on a day to day basis to work under the contract.

3. As an LEC Representative, you will have a dual representative responsibility. You will represent the pilots in your base, but your votes also affect the entire pilot group. When there is a conflict between the needs of these two groups, explain how your vote would be weighted, more towards the pilots in your base or more towards the pilot group as a whole.

Answer: I think every "voting" situation is unique in that regard and will depend greatly on the issue at hand. My first responsibility is to the local pilots and the direction they give, but there are many variables.

4. Do you believe pilot unity is important? If so, how will you promote pilot unity at your base? Within the Delta pilot group as a whole?

Answer: Of course unity is important, especially when face with large issues that will surely arise. Clear, concise communications and defining our goals and path to reach them is a starting point. This is true on the local level as it is with the whole pilot group. We will not agree on every issue, but transparency on the issues will help foster trust in our union once again.

5. Candidates frequently say they want to improve MEC Communications. What is right and wrong with our communications and what would you do to correct the deficiencies? Do you think we need more transparency in ALPA's day-to-day

business? If so, how might this be accomplished and how and why would more openness be important?

Answer: Too much of our current communication is “after the fact” and is increasingly transmitted by outdated means.

As stated above, transparency is a must to build unity, trust and prevent skepticism in our organization.

This can be accomplished by presenting non-confidential information to the pilots BEFORE it is acted upon by the MEC. This openness will stimulate pilot input and give elected reps more direction to use in their decision making. This will go along way in producing better quality TA/LOA/MOU’s.

6. Explain your position regarding the current Scope clause on our PWA. What do you think we need to do to improve our Scope protections and recover some of the lost flying to DCI’s?

Answer: Without getting into specific strategy, SCOPE needs to be a combined effort with all the major airline pilot groups. We have to provide a unified front on the issue to stop the erosion before we can work to recover our traditional flying. If management think we will slide again on weight/seats/airframes this will only delay the process.

7. As the biggest pilot group in ALPA do you think that puts DAL ALPA in a leadership position for all ALPA pilots when it comes to returning this profession to place of prominence? If yes, is there a road map to return this profession to what it needs to be? What does that road map look like and if you are not aware of such a road map, what do you think it should look like.

Answer: We obviously hold the most “POTENTIAL” leverage of any pilot group and therefore, should be a in a leadership position.

I am not aware of a “road map” but mine would consist of unity (all major pilot groups), defining and setting our goals, and working through the different channels (legislative etc) to give us the best chance of achieving those goals.

8. Please list in order of importance your first 3 items of business if elected to C20 LEC Office.

Answer:

Give direction to the Chairman to engage the leadership of other pilot groups to work on a strategy to end the outsourcing of our jobs.

Give direction to engage the company to negotiate favorable solutions to the myriad of no/low cost scheduling issues that need to be addressed.

Give to direction to improve our communications starting with webcasts, text messaging and other outlets, to make sure our highly mobile work force is always the best informed.

9. What do you think the primary responsibilities are for the position you are seeking? How do those responsibilities relate to the everyday line pilot?

Answer: More so than not, the primary responsibility is to defend the contract, and therefore the pilots whether that be in the Chief Pilots office, or at the negotiating table. With this comes the responsibility to communicate to the pilots what THEIR MEC is up to.
