



ALPAWatch 2009 Candidate Questionnaire

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

Answer: Jump Seat, Contract Administration, CIRP, P2P, Security. I started just off of probation through present day.

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: This is work that needs to be done. My background in ALPA is conducive to this type of work. I enjoy this kind of work. I also enjoy personal satisfaction from helping others. I also think that we need some fresh faces with fresh perspective at the MEC level.

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: My decision making process is based on the betterment of all Delta pilots. I highly doubt that there is an example of a vote that would benefit the council 44 pilots that would NOT benefit the entire seniority list. Were that the case, I would tend to doubt that it would benefit to the council 44 pilots at all. They may not always be council 44 pilots.

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: Unity is more than important, it is crucial. Listening with an open mind to the needs of the pilots is a start. Communicating often, relevantly, and thoroughly will promote unity and trust. Being open minded and receptive to feedback will allow the line pilot input in order to show that their opinion is valued—enticing even more participation and showing greater unity.

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: I think that they are substandard, perhaps too restrictive might be a better way to put it. LOA 18 is a great example of the lack of meaningful communication. I do not like waking up and finding out that my contract has been altered without my knowledge, input, or agreement. Transparency is reflected through open, frequent, honest communication. We do not have that right now. Council 44 puts out a communiqué, which is good. I think that a *weekly* summation of events via council email—not just a weekly code-a-phone. Things such as jump seat issues, security hot button issues, crew scheduling happenings, incidents would be good things for the council to hear on a weekly basis. Currently, our MEC communications seem to have a high degree of restrictiveness to protect against lawsuit action. I do not agree with that philosophy to the degree that it is utilized.

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: I have an inherent problem with an *airline* not performing its flying with its pilots. I think that it is deceitful to its customers. I also have a problem with a *union* allowing the outsourcing of its flying in return for monetary trade-offs that get erased in a bankruptcy or concessionary agreements, while scope keeps degrading. We need to take a whole new perspective on RJ flying, and find a way to get Delta pilots flying the airplanes that fly for Delta. We need to get away from the mentality of “why we can't fly these airplanes”, to a mentality of “how can we make this happen?” Scope is my issue, and it has been long before it became trendy to talk about it during this election. It is a major reason behind my decision to run.

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: Yes, I think that DAL ALPA is thrust into a position of leadership on a national level to start up the hill of restoration. I believe that ALPA is a bit lost on the road to recovery. I also believe that DAL ALPA probably has it together more than ALPA proper. In several respects, I think that DAL ALPA has taken the recovery. I would like to see us get slightly more aggressive in taking every available opportunity in and out of section 6 in order to improve our contract. I would like to see a permanent resolve on scope in order to put the issue to bed

once and for all. I would like to see every opportunity for public awareness taken to its fullest. I would like to see ALPA national officers and staff share in the pain for increased motivation. I would like to see complete and total cooperation between ALPA and non-ALPA carriers in developing a common strategy and setting minimum standards for contractual goals.

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

Answer: I'll go ahead and make that the Council 44 office.

- Get up to speed on MEC happenings —quickly and thoroughly.
- Represent my council pilots diligently and defend the contract aggressively.
- Work as a team with the other 3 representatives to aggressively promote, defend, and improve our contract at all available opportunities.
- Try and get a weekly council letter going every Friday
- Form an exploratory group to look into scope issues and find solutions

Those items are all equally important. Contract 2012 is just around the corner, and getting a feel for our council's wishes will be an ongoing project.

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: It's very simple: Place the Delta pilots' interests ahead of my own in defending, implementing, and improving our contract at every opportunity. Aggressively defend our pilots during disciplinary action. Listen at every available opportunity. Put in the effort. Everything else will take care of itself.
