



[ALPAWatch Newsletter](#)

[January 16, 2009](#)

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In this Issue...

ALPAWatch
***What is it and what can it do for
Delta pilots?***

On January 17th the DAL and NWA MECs will merge. ALPAWatch is making the transition as well. This ALPAWatch Newsletter will formally introduce ALPAWatch to the pilots of Delta Air Lines.

Hello. I'm Kevin Jones (DTW 757 FO), founder of ALPAWatch. ALPAWatch is an oversight group, created as a grassroots organization to keep tabs on NWA ALPA and report its findings to the average line pilot. It is not sanctioned by nor is it a part of ALPA. Simply put, ALPAWatch helped ensure that NWA ALPA was accomplishing its mission. For an in-depth understanding of ALPAWatch, how it started, how it works and what it has accomplished, visit the ALPAWatch.org website. The website has pages that explain all aspects of ALPAWatch, an [archive](#) of past Newsletters, [Contact](#) information and more.

Our hope is that ALPAWatch will be as well-received by Delta pilots as it has been by NWA pilots. We stand ready to help. But before we can be effective on the Delta property, we need to accomplish several things. First, we need to get to know one another. That means you need a comfortable understanding of what ALPAWatch is and how it operates. We need to understand the pilots and the culture of Delta, and more importantly the people, personalities and politics of DAL ALPA. To accomplish these tasks, we need your help in bringing other Delta pilots to ALPAWatch.

Second is to increase participation. We can not acquire a database containing every Delta pilot's email address. Pilots must voluntarily subscribe to the ALPAWatch Newsletter, which is our primary form of communication.

Please forward this Newsletter to other Delta pilots and ask them to [subscribe](#). Print this Newsletter and post it on all appropriate bulletin boards. On your next trip, talk to your crew about ALPAWatch. Click [here](#) to print a set of ALPAWatch website-address "tear off" strips suitable for bulletin boards.

While we would like every pilot to read the ALPAWatch Newsletter, we know that will never happen nor is it necessary. What is necessary is to have a balanced readership between former NWA pilots and Delta pilots. Currently the readership is mostly NWA. That needs to change, mainly because the more Delta pilots we have reading the Newsletter the more feedback we will get. Feedback is the driving force of ALPAWatch. Pilots send us information that helps us zero in on important issues. Feedback is also how we recruit ALPAWatch volunteers. The pilots working for ALPAWatch got involved when they contacted us, usually because of something they read in the Newsletters. We're counting on the same happening at Delta.

Balancing will help ALPAWatch volunteers become united. We think it best that all the lines and divisions between pilot groups fade away as soon as possible, not only at ALPAWatch but for the combined Delta pilots as a whole. NWA lived with a 20 year merger (Red/Green) that may last forever. It is not pretty, it is not helpful and we are doing all we can to make this merger different.

What do Former NWA pilots have to say about ALPAWatch?

Since pilot-to-pilot recommendations have been our best promotional tool, we solicited former NWA pilots for comments about ALPAWatch. We asked them to tell you, the Delta pilots their impression of ALPAWatch. Here are a few of their comments, in their words, unedited.

ALPAWatch is an excellent source of information. No one is running for office. The information provided is another point of view that comes with a commitment to be fair and discuss all the ramifications for the average line pilot. The facilitators show integrity and fairness.

Since our pilot group is diverse with highly varying concerns, it is unlikely to have someone on the MEC/LEC who can know all those concerns, yet alone promote the ones important to me. Better representation occurs when there is a vehicle to discuss and present all the points of view and record how representatives make choices in an easy to read and easy to get format.

I have been an NWA pilot for over 23 years. I was an LEC Scheduling committee chairman and an elected LEC FO Rep during the '98 strike. I still find it very difficult to really get the unbiased information with the time I have. ALPAWatch is making a positive contribution.

I saw a great difference in the information provided to the pilots of Council 1 and Council 20 during the Chapter 11 process, as I was getting both Council's updates. Council 20 was more thorough in providing important details and did not gloss things over. I felt like I got all the facts, and they would clearly state what the LEC Reps thought, but still gave me enough information that I could decide better for myself. Council 1 seemed to just tell us we would have some "turbulence ahead," and spare us a lot of the details. I wanted more. Some Reps don't communicate as often or as fully as we would like. I know from personal experience, it is a difficult job. And communication skills vary. With the fewer days off under the current contract, our time is even tighter. We need concise, complete and timely information.

ALPAWatch is easier to navigate and read than the formal ALPA web products. But the best attributes are it's commitment to fairness, accuracy and completeness, and being free of political aspirations.

Jay Quinton
MSP B757 Capt
NWA

To our new Delta.....Please take a moment to review AlpaWatch....The news letters are to inform you on the movements within the ALPA framework....Their reports take an inside view on agendas and direction that will have an impact on you & I as line pilots.....

Sometimes.... politics & fairness need to be exposed and explained....

Peter Horan
A330 FO DTW

I continue to be an avid and loyal AlpaWatch reader for the second straight year. There are so many rumors and nonfactual stories out there, and AlpaWatch seems to know the issues, and confirms or dispels said rumors. I have completely given up on the unions news letters and just turn to AlpaWatch for all my union news. They, like us, have a vested interest, but no conflict of interest, in what is happening with the union. I always recommend it to other pilots, and have yet to hear a disparaging comment about the organization. It is what Fox News claims to be, "Fair and Balanced". It is without any reservations that I highly recommend AlpaWatch to any Delta or Northwest pilots.

Regards,

Booth Devitt
320FOMSP

ALPAWATCH has been very effective at keeping an eye on the NWA MEC/LEC Officers. ALPAWATCH has been during these difficult times a very good check and balance against some ALPA leaders from running their own agendas. ALPAWATCH is an Alarm System.... I say we should keep it at the New Delta...!

Takecare BOTH DAL/NWA
Roger M. Gordon
DTWCA757

I found AlpaWatch during a period when my brother-in-law at UsAirways was in the Decertification mode and my confidence in ALPA was at an all-time low. Dysfunction was the watchword of the day, and since we had warring factions on our seniority list, I thought it prudent to have a non-biased source of information.

I have found this organization to provide that function without any of the usual agenda or programming. Although it seems no source can be totally philanthropic in nature, I have found them to bring the extra set of eyeballs every pilot should have in reserve. I would review their performance as timely, concise, and on the mark, even explaining some of the nebulous issues surrounding our union's business at NWA and overall in the industry. I would give them a 10 out of 10 for doing the right thing just because it is right, and not giving the politically correct answer. They don't sugar coat the information and every bit of news is explained even if the answer is not pretty.

I think as we move forward as a unified union, we will have several issues that will come to the fore front early on regardless of how the seniority list fleshes out and I for one will be listening to ALPA Watch to make sure the "trust but verify" mechanism is in place. I finally feel like there is someone on my side and I don't have to attend every meeting or read every e-mail just so I don't miss something important. We all have a friend in the union business in ALPA Watch and I hope they are always there to count on. They have earned their mettle in pretty unfriendly union waters, hopefully there will be no need for them in the Delta ALPA future, but they should be there just in case of emergency!!!

DJR
New Delta Pilot

(Click [here](#) to read more of these comments)

We can't thank our readers enough for their kind comments even though some gave us more credit than we deserve.

If you would like more information, try visiting the website ALPAWatch.org. Check out the [First Time Visitors Page](#). Read a few recent issues of the [ALPAWatch Newsletter](#).

Hopefully you'll find this to be the fair and reasonable organization it is, with no agendas or motives other than those clearly stated. ALPAWatch is not anti-ALPA. Despite all ALPA's faults and failures, in our opinion, it remains the most viable tool available to us for protecting and enhancing our careers. However, ALPAWatch also has a dogged determination to make certain our union does not continue to make mistakes but rather excels as it has in the past and thus provides every Delta pilot the successful career he or she deserves.

So what does this merger mean for the future of ALPAWatch?

Frankly, we are cautiously optimistic that this merger (of the unions) puts us a step closer to our ultimate objective: to no longer be needed. While that will remain our goal, it is unlikely. So our plan is to start over in a way. We have spent the last several years getting to know the people, personalities and politics of NWA ALPA. After January 17th, we will know less than half

of the combined MEC. So we will repeat the process. We will meet and open a dialogue with everyone in DAL ALPA.

In the meantime, we have these issues at hand:

- Monitoring the transition for fairness and completeness. By fair we mean fair and equal to *all*. From this point forward we consider *all* to mean, pre-merger and existing Delta pilots to be equal in everyway.
- Monitoring the upcoming MEC Elections that will re-elect/appoint the overlapping positions in the NWA/DAL MEC. We are already closely watching the politics that overshadow these elections. NWA ALPA had some bad habits and bad behaviors. Our preliminary impression is that the DAL MEC is far less infected with these deficiencies. We're doing all we can to keep it that way.
- Beginning the process of understanding the culture and politics of the Delta pilot group and Delta MEC as well as we understood NWA ALPA.
- Keeping you informed of our progress. Keeping you informed means we cut through the spin and tell both sides of the story in the most unbiased way possible. We give you information that you just don't get any other way.

A perfect example of what we do is taking place right now. On January 17th the two MECs will merge. Not surprisingly, the politics behind who will be elected into these positions are in full play. Expect a detailed report on what happened in an upcoming ALPAWatch Newsletter.

Once again, we want to thank all Delta pilots that have already subscribed to the ALPAWatch Newsletter. ALPAWatch works hard to be balanced in

every way. You can help by forwarding this Newsletter to your Delta pilot buddies and asking them to subscribe as well.

If you have any questions please send them along. Contact information is on the website under [Contacts](#). Hit the reply button, or give me a call. I am always available at (615) 414-4513.

Kevin Jones
ALPAWatch Founder
B-757 FO

ALPAWatch.org