



[ALPAWatch Newsletter](#)

[May 28, 2008](#)

If you are having difficulty viewing this message
in HTML or plain text format,
OR
to read previous Newsletters
[please click here](#)

Not getting the *ALPAWatch Newsletter* sent directly to you?
[Subscribe](#) for your own copy

In this Issue...

Are You Ready to Fight for your Career?

Some one once said, "Hope for the best, plan for the worst." Pilots live by it. Every time we depart, we're prepared for engine failure. We takeoff. If no engine fails, no problem. But if we are not ready for engine failure....well, we all know how quickly things can go wrong. The moral to the story; be aware, recognize trouble early, rely on well thought-out training/strategy, and act decisively.

So, while we can all hope that this merger mess with DAL can be straightened out; we must plan for the worst case. Take a look at these cold hard facts. If they make you uncomfortable, then you might not be as aware as you should be and therefore not prepared to aid in the defense of your career.

Richard Anderson said NWA was going to be the "last man standing."

Richard Anderson said NWA was not going to have to go into bankruptcy.

Some might try to defend him by saying he was not at NWA when the bankruptcy occurred, but does anyone really believe he has not been involved all along?

Richard Anderson said he is committed to protecting the jobs and seniority of all DAL employees. (Pre-merger employees. No mention of NWA employees)

Richard Anderson said he wants to have an agreement with the NWA pilots before the merger transaction is complete. And yet he has enticed the DAL MEC into an agreement without NWA.

DAL'S LOA #19 gives DAL pilots 24 months of no furlough protection "due to merger." NWA has none. If no deal is struck between DAL and NWA pilots prior to the completion of the merger transaction (Jan 09 at the latest), DAL could make any reductions in pilots and aircraft it chooses. All those reductions could come from the former NWA side...Remember we have no furlough protection and our domestic fragmentation protection is nil (only the International flying has some protection). That means that Richard Anderson could fire you instead of a DAL guy who is junior to you. Remember Richard Anderson is responsible to the board and the shareholders not the employees. Be very cautious about placing your future in the hands of another, especially someone that has expressed no responsibility for your future. Actions speak louder than words and so far those actions do not look good for NWA. Misplaced trust, we've seen it before. Don't fall for it again.

What incentive does Richard Anderson have to strike a deal with the NWA pilots prior to merger? None. How many believe that there will not be furloughs? How many believe there will be no base closers? How many believe many people are not going to lose their jobs? Every assurance Richard Anderson has given can and will be erased by four words: "The price of oil" The U.S. airline industry does not work in a world of \$120/barrel or even \$100. Oil is not going down. The only folks who are saying it will are wishful thinking Airline executives.

With DAL LOA #19 in place, DAL has even less reason to negotiate with NWA pilots. DAL management will have secured their short term objective. The 3 billion in cash NWA has will see DAL through this down turn. The "synergies" that make the merger work are irrelevant in the short term. DAL will have plenty of time to "trim the fat" (that's you) before they have to worry about running an airline that will work long term. ALPA (particularly NWA ALPA) cannot and will not admit this situation.

Any union derives its power and proves its worth through its ability to improve and protect the employee's job. If a union is in a position that they cannot control the outcome of, what does that union do? They do the best they can and on the end, tell you that they did the best they could. Sorry. That's the position NWA ALPA finds itself today. This is not a criticism of NWA ALPA. NWA ALPA did not create this situation. It was created by DAL and NWA managements and

then compounded by the DAL MEC. So NWA ALPA will do the best they can, but without the support of NWA pilots, a positive outcome is doubtful.

NWA pilots need to heighten their awareness, take heed and take action. Make your displeasure known. For starters, make it known to the DAL and NWA managements, the DAL MEC Chairman, and ALPA President Captain John Prater.

Thank you again for participating in ALPAWatch. With the participation of pilots such as you, ALPAWatch will be successful in obtaining the Union Leadership that the Pilot Group deserves, and in doing so regain our fair compensation, our quality of life, our future, and our dignity.

ALPAWatch.org