

# HORSEPOWER

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*I was hired in 1981 and worked as a mechanic in GSO, DCA and now CLT; I was a shop steward for over 12 years. I also was a Committee Chairman, and I have served on numerous committees over the years for the IAM.*

*I am writing this letter out of frustration and disappointment. I have to shake my head at all the propaganda that the IAM is now spreading, all intended to persuade you into thinking the IAM has changed. I have seen the IAM go from a strong union to the one it has become today. We all face large problems here at US Airways but all these problems were brought on by poor negotiations at the bargaining table and soft representation by the IAM. For the vast majority of us we could not even tell you what our AGC looks like.*

*Remember that "Big Pile of Cash" that our negotiating committee said we had waiting for us back in November? Well, as we are all aware, after two years of what the IAM claims as "successful negotiations" we have nothing. Just a promise of a 2 percent raise. Are you kidding me?*

*Let us not forget back in 2002 when we voted "NO" on the contract. Instead of going back to the company, the negotiating committee came to the membership. They said we really didn't understand and were "confused." Really? We told the IAM, "NO," and they still didn't listen to the membership.*

*As for another bad IAM negotiated contract, remember going out on strike only to come back to work and settle for a worse one? How did that feel when we not only took a pay cut, but the IAM negotiated it to be retroactive? Each week you could look at your paycheck in disgust.*

*The contracts that the IAM have negotiated are losing ones! But the IAM always wins. They still collect our dues and they still continue to increase those dues.*

*In our last Agreement, the IAM gave away 50 percent of our Heavy Maintenance work to 3rd party vendors (Page#97, paragraph J). Do you think the company stopped there? No, we are now well below the 50 percent ratio. Has the IAM tried to stop the company? Does the IAM even know or care? If you want to check this out, go to Wings and click on the Performance Stats page. Go to AOS and click on Heavy Maintenance. As of June 3rd IAM out of service aircraft were 9 for 247 days. Third party aircraft were 17 for 995 days – see for yourself. Look at all the 3rd party work outsourced and ask the AGC what is being done to stop it. That's if you know what he looks like.*

*AS for Line Maintenance stations, I'll let the facts speak for themselves, we had over 49 line stations and now are down to around 19.*

*ALB, ATL, BDL, BOS, BTV, BUF, BWI, CLE, CLT, CMH, CVG, DAY, DCA, DEN, DFW, DTW, ELP, EWR, FLL, GSO, IAH, ILM, IND, INT, JAX, JFK, LAS, LAX, LGA, MCO, MDT, MIA, ORD, ORF, PHL, PHX, PIT, PVD, RDU, RIC, ROA, ROC, SAN, SDF, SEA, SFO, STL, SYR, TPA.*

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*Now the IAM is crying that they are being raided by the Teamsters. Really! This is the same IAM that tried to reorganize Northwest Airline mechanics that crossed their own IAM picket line, hum.... How can the IAM say they are being raided when our own members sought the Teamsters out? Over 60 percent of our members signed cards – some stations and work areas are almost 100 percent.*

*If the IAM had been doing their job the past 15-plus years, they wouldn't have anything to worry about, but let me tell you, they are worried. No, not about you and I – they are worried about our union dues. They wouldn't have to appoint 7 GC s to help spread the IAM propaganda. They wouldn't have had to team up with the TWU in a feeble attempt to gain votes. It's funny how just a few months ago the IAM and TWU were in a heated battle of mudslinging. Now they are working together in what both call an "Association." The IAM even sacrificed 6 IAM stations for the "Association." You wonder how those guys at those stations must feel to be traded. Well I know. I have spoken with several of them and they are not happy, to say the least. I wouldn't be happy either. Remember this is not about you or me. It's about the IAM trying to save as much union dues as possible. The IAM claims to be a democratic union, but did anyone get to vote on what stations the IAM was going to trade in this deal? NO! I don't think any of us would have been willing to trade away stations like the IAM desperately needed to do.*

*Has anyone noticed how many IAM faces we see lately? Kind of funny that all of a sudden all of our shops and work centers are crawling with Reps from the IAM. Again, where have they been the last 15-plus years? Don't kid yourself – it's all about self-preservation of their IAM jobs and your union dues. They can't talk about what they have done for us because the IAM hasn't done anything good to talk about.*

*I bet If Doug Parker had a Christmas list, the first thing on that list would be no unions, and the next choice on his list would be the IAM. It's time for change, and the time is now. Think about what has happened to you and think about what is about to happen. The IAM can't deliver a fair industry leading contract; they have proven that. Remember: "Those who fail to learn from the past are doomed to repeat it."*

*Fraternally,*

*Pete Smith*