



Summer 2021

142 OBSERVER

Official Publication of IAMAW District Lodge 142



Conquering vaccine hesitancy



Airlines gaining altitude



**Scholarship
award
Recipients!!**



Union-made BBQ products



GCs back on the road

**IAM Coronavirus
Resource Center**



COVID-19: Stay informed!

This issue of the **142 Observer** includes information that was current as we went to press. For up-to-the-minute information on the COVID-19 pandemic, visit www.cdc.gov. For current information on the IAM's response, visit IAMDL142.org.

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Secretary-Treasurer's Report

By Ian Scott-Anderman

Support for unions in Washington, D.C. and at home

If we've learned anything from the Labor Movement's long history in the United States, it's this: Never underestimate the power of working people who come together under the banner of solidarity.

We can endure setbacks, as we all have during the pandemic, and then come roaring back with an unwavering commitment to future progress.

The stage is already set across the country, where two-thirds of the population now has a favorable view of unions. This is the highest level of approval in decades, reflecting an increasing awareness — especially among younger Americans — that corporations like Delta, Amazon, Walmart and McDonald's won't willingly share a meaningful portion of their profits with the workers who make those profits possible.

Good things like fair wages and decent benefits have to be demanded by

a united and determined work force.

Government can help with measures like minimum wage laws, but it will take a stronger, newly empowered union movement to achieve real progress in narrowing the wealth gap between the richest few and everyone else.

This is why the White House has spoken forthrightly in support of unions and has taken the strongest pro-labor positions of any presidency since the time of Franklin D. Roosevelt in the 1930s.

Most significant among the president's positions is his endorsement of the PRO (Protecting the Right to Organize) Act of 2021. This law would make it harder for companies to intimidate and browbeat workers who want to join a union, as happened two years ago when Delta fought against campaigns to unionize Fleet Service workers and Flight Attendants. It would also take away from states their ability

to weaken unions through unfair laws.

While the U.S. House of Representatives has already approved the PRO Act, it faces a likely filibuster by anti-union forces in the Senate.

Meanwhile, the administration has taken another bold step by launching a high-level task force, headed by the vice president and Labor Secretary Martin J. Walsh (a longtime union leader), to find other ways to help workers get a voice on the job.

A White House spokesperson said the task force will provide recommendations to make it easier for all workers, including women and people of color, to join unions and become part of the middle class. For example, the federal government could use its leverage as a contractor to encourage companies to refrain from interfering in union organizing drives.

These pro-union actions add up to good news for the working people of

America.

Current federal laws are not sufficient to protect people who want to improve their lives by joining a union. Now we have the nation's leadership firmly committed to finding solutions to this problem, and that's a good thing.

Whatever happens in Washington, D.C., we'll always have work to do at IAM District Lodge 142. We will continue to fight for the best contracts in the industry, as we have done successfully over the decades. And we will continue to carry the union message to new carriers and job categories.

Our success in these endeavors rely on the solidarity of our membership, because it empowers us to negotiate from a position of strength. Without it, we would be at the mercy of the enormous corporations most of us work for.

We are united and we are strong. We are IAM District Lodge 142!



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100% Union



EAP Report

By Paul Shultz, EAP Chair

Remember this and be kind

Before we talk about mental health and substance use disorder (SUD), we are going to do an interactive exercise.

Take a sheet of paper and make two columns, one headed "Alcohol" and one headed "Drugs." Under each heading, write down all the slang terms that you can think of for each one. Now, do the same for "Cancer" and "Heart Disease."

If you are like most of us, you had quite a few slang terms for both alcohol and drug use, but none for cancer and heart disease.

The point that I am trying to make is that SUD, cancer and heart issues are all diseases. The difference is how peo-

ple suffering from these diseases are viewed and treated by society.

Very often, people who have SUD issues also have mental health issues such as anxiety, depression and bipolar syndrome, just to name a few. Often it becomes a chicken-and-the-egg as to whether the SUD caused the mental health issues or vice versa.

Before we go further, I would like to clarify I am not saying everyone who has problems with alcohol or drugs is an alcoholic or drug addict. The same goes for people with behavioral health issues. These are individual medical diagnoses to be made by professionals in their respective fields.

I think the takeaway for us is this: When we see our union brothers and sisters, family members and friends struggling with their personal issues, it is important to have compassion, empathy and understanding that they are struggling with an affliction they neither chose nor want.

Most of us have our own personal battles we are fighting that the rest of the world knows nothing about.

People don't fake depression. They fake being okay.

Remember this and be kind.

CBD and hemp products

I am often asked about CBD and

hemp-based products. The following is the DOT's notice on CBD, dated Feb. 18, 2020:

"The Agricultural Improvement Act of 2018, Pub. L. 115-334, (Farm Bill) removed hemp from the definition of marijuana under the Controlled Substances Act.

"Under the Farm Bill, hemp-derived products containing a concentration of up to 0.3% tetrahydrocannabinol (THC) are not controlled substances. THC is the primary psychoactive component of marijuana. Any product, including cannabidiol (CBD) products, with a concentration of more than 0.3% THC remains classified as marijuana, a Schedule I drug under the Controlled Substances Act.

"We have had inquiries about whether Department of Transportation-regulated safety-sensitive employees can use CBD products.

"Safety-sensitive employees who are subject to drug testing specified under 49 CFR part 40 (Part 40) include: pilots, school bus drivers, truck drivers, train engineers, transit vehicle operators, aircraft maintenance personnel, fire-armed transit security personnel, ship captains and pipeline emergency response personnel, among others.

"It is important for all employers and

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President's Report

By Dave Supplee

Airlines gaining altitude as the pandemic ebbs

As the country recovers from the deadly pandemic, we find strong indications the airline industry is also on the track to recovery.

TSA screening numbers for Memorial Day weekend peaked at just under two million passengers, compared to 2.5 million in 2019 and just over 300,000 in 2020. Most of our major carriers have reported they are no longer in a “cash-burn” mode but are now in a cash-positive position.

American Airlines and Southwest Airlines are recalling those who took voluntary leaves back to work early. Alaska Airlines has fewer than 200 people still on voluntary leave.

Things are looking better on the negotiations side for some carriers, too. At Air Wisconsin, we were finally able to reach a tentative agreement for the Mechanic and Related group. If this package ratifies, the average wage increase will be close to 20%. The package also includes a signing bonus.

We just concluded two weeks of negotiations at Hawaiian Airlines. While we have not reached a tentative agreement and significant issues remain to be resolved, progress has been made on many issues. At several of our fueling contracts, the companies now want to begin negotiations that had been on hold during the pandemic.

And for our Flight Attendant group, ExpressJet is working on a plan that may resume flying! The company has submitted an application to the Department of Transportation and is waiting for approval to start flying again. While its plans are to start as a very small carrier, ExpressJet has plans to grow as demand picks up.

At the District, our General Chairs are back out



on the road doing station visits. See the article in this issue (page 8) on the visits our GCs have been making at American. The GCs from all properties are doing the same, visiting stations and addressing the concerns of our members.

As a result of the pandemic, our biennial convention, which in normal circumstances would take place in the fall of this year, has been postponed. We are looking at spring of 2022, but nothing has been confirmed at this time. Once details are firmed up, information will be sent to all Local Lodges so planning can begin.

One disturbing trend

With all the good news on the recovery, there is one disturbing trend happening. For our front-line workers in the airports, the number of disruptive and abusive passengers are on the rise.

Whether it's the stress of being locked up or having to wear a mask or just plain stupidity, these passengers believe it is acceptable to verbally or physically attack airport workers or other passengers.

Our union has made it clear to all of the companies that this behavior will not be tolerated, that our members deserve to come to work in a safe environment, and that any passenger who attacks any of our members should be fully prosecuted and banned from the airline.

If you or any coworker has been affected by these kinds of acts and need talk to someone, please consider our Employee Assistance Program. Our EAP team is available to help you deal with this kind of stress.

I look forward to the time we can all get together in the very near future. Stay safe!

More: EAP Report

Continued from page 2

safety-sensitive employees to know:

1. The Department of Transportation requires testing for marijuana and not CBD.

2. The labeling of many CBD products may be misleading because the products could contain higher levels of THC than what the product label states. The Food and Drug Administration (FDA) does not currently certify the levels of THC in CBD products, so there is no federal oversight to ensure the labels are accurate. The FDA has cautioned the public that: ‘Consumers should beware purchasing and using any [CBD] products.’ The FDA has stated: ‘It is currently illegal to market CBD by adding it to a food or labeling it as a dietary supplement.’ Also, the FDA has issued several warning letters to companies because their products contained more CBD than indicated on the product label.

3. The Department of Transportation's Drug and Alcohol Testing Regulation, Part 40, does not authorize the use of Schedule I drugs, including marijuana, for any reason. Furthermore, CBD use is not a legitimate medical explanation for a labo-

ratory-confirmed marijuana positive result. Therefore, Medical Review Officers will verify a drug test confirmed at the appropriate cutoffs as positive, even if an employee claims they only used a CBD product.

“It remains unacceptable for any safety-sensitive employee subject to the Department of Trans-

If you are having health issues, see a medical and/or mental health professional. Know for sure what you are putting into your body.

portation's drug testing regulations to use marijuana. Since the use of CBD products could lead to a positive drug test result, Department of Transportation-regulated safety-sensitive employees should exercise caution when considering whether to use CBD products.

“The contents of this document do not have the force and effect of law and are not meant to bind

the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. This policy and compliance notice is not legally binding and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty.

“Conformity with this policy and compliance notice is voluntary only and nonconformity will not affect rights and obligations under existing statutes and regulations. Safety-sensitive employees must continue to comply with the underlying regulatory requirements for drug testing, specified at 49 CFR part 40.”

The FDA also has some exceptionally good information on its website about CBD and hemp products.

Our advice is this: If you are having health issues, see a medical and/or mental health professional. Know for sure what you are putting into your body. Let your provider know you are subject to drug and alcohol testing.

If you would like more information or wish to discuss any of the material in this article, please contact me at (707) 907-3563 or pm.shultz@att.net

I am always happy to talk about EAP, or baseball.

Congratulations to the District I

Winning essay: 'Why are unions important in today's economy?'

What is a union? What is a labor contract? What is collective bargaining? What is the AFL-CIO? What is labor union history? What is a right to work state?

I ask these questions sarcastically. As the proud daughter and granddaughter of life long union members, I am well informed of this subject. I know why unions are very important in today's economy firsthand. Unionism has benefited my life immensely. My father makes sure I am well educated on unionism, but I never realized how much union membership directly affected and benefited my life and the future of my family, until I wrote this essay.

Unions are important because workers need fair treatment today as much as ever. Employers are trying to shed responsibility for providing health insurance, good pension coverage, reasonable work

hours, job safety, and employment protection. Additionally, companies are making workers' jobs and incomes less secure through downsizing, part timing, contracting out, and sending jobs offshore. As the nature of work changes, working people need the collective voices

Unions are important because workers need fair treatment today as much as ever.

and bargaining power that unions provide.

Unions are important to provide the collective bargaining process of negotiation between employers and a group of employees aimed at agreements to regulate working salaries, working conditions, benefits, and other aspects of worker's compensation and rights for workers. Collective bargaining is an important element of industrial relations, and it helps to make the relationship between the employers and employees smooth.

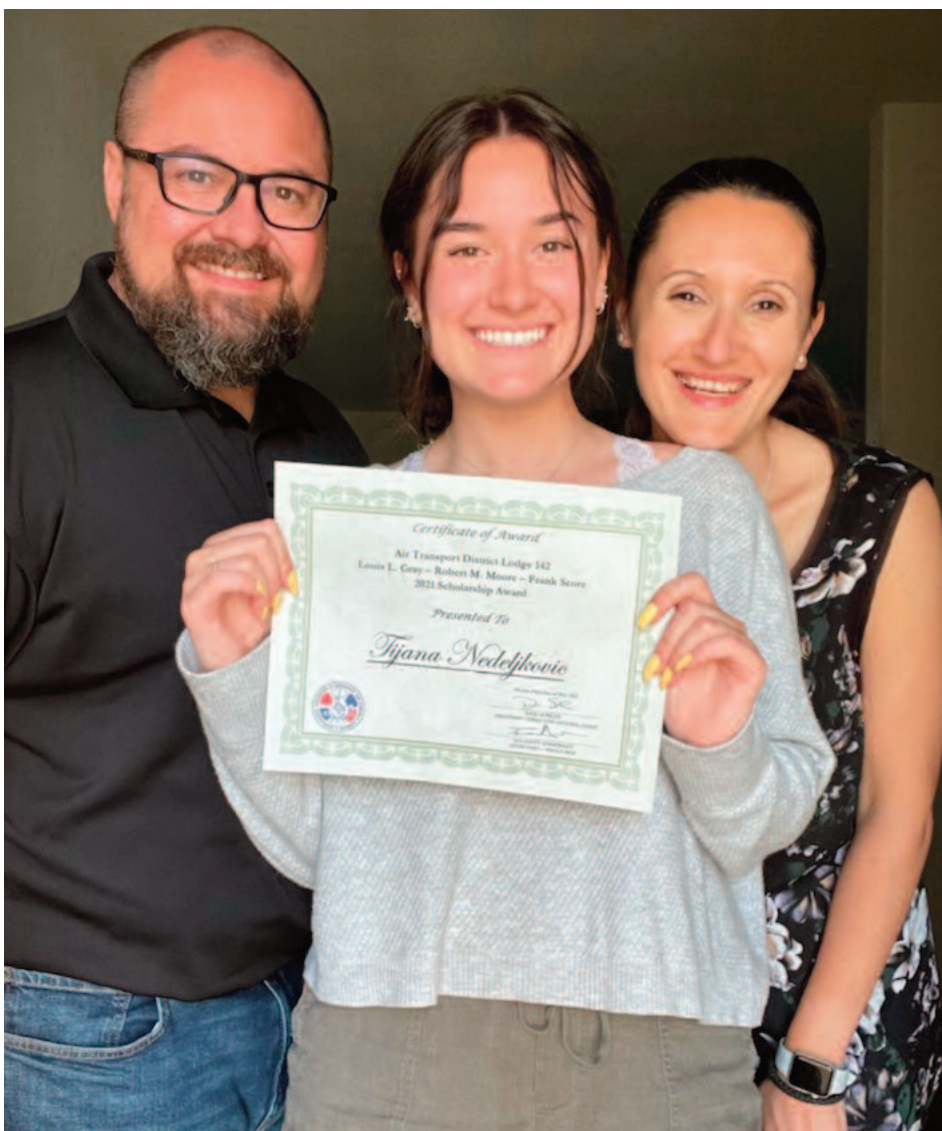
Unions are important because the union itself becomes a part of a greater governing body of the

Continued on next page



Top scholarship winner: Maria Nicole DiToppa

Maria Nicole DiToppa of North Huntingdon, Penn., is the trumpet section leader of the Norwin High School Band, a member of the National Honors Society and a member of the Women's Society of Engineers. She will be attending Pennsylvania State University in hopes of becoming a doctor.



Tijana Nedeljkovic, pictured here with her parents, will attend Carthage College in Wisconsin, majoring in biology.



Christopher DelPennino is pictured with his mother, Colleen, a member at British Airways in New York. Christopher will attend Worcester Polytechnic Institute to study mechanical engineering.

Lodge 142 scholarship winners!

Continued from previous page

AFL-CIO, American Federation of Labor and Congress of Industrial Organizations, which is the largest federation of unions in the United States. It is made up of 55 national and international unions, together representing more than 12 million active and retired workers.

Today's students are not taught unionism and labor history in high school. A famous quote from Hubert H. Humphrey states: "The history of the Labor Movement needs to be taught in every school in this land. America is a living testimonial to what free men and women, organized in free democratic trade unions can do to make a better life. We ought to be proud of it."

Union education is not happening in today's educational system. If I was not a young American growing up in a union household, how would I know why unions are important in today's economy?

Unions are important to make sure the workplace does not look like it did in the early 19th century. I am from Pittsburgh, Penn., where union workers were greatly abused in the 19th century. Union con-

tracts were fought up to and including the murder of union employees at the Homestead Steel Manufacturing Plant. During the summer of 1892, workers belonging to the Almalgamated Association of Iron and Steel Workers Union struck the Carnegie Steel Company at Homestead, Pennsylvania. They did this to protest a

in Ireland. The Homestead strike, also known as the Homestead Massacre, was an industrial lockout and strike culminating in a battle between strikers and a heavily armed private security company, known as the Pinkerton guards. Union members were injured, shot and killed. This battle was a pivotal event in US Labor History.

membership.

Unions are very important today because they protect employees from unjust termination, through collective bargaining agreements. Most union employees can not have their employment terminated from their employer, without just cause. This is unlike a nonunion employee who is considered an "at will employee" and can be terminated from their employer at any time for almost any reason. Why is this union benefit important to me? I am most thankful for this union membership benefit because my father was unjustly terminated from his airline position when I was four years old. Union membership benefits protect the whole family. I received my first union benefit at the age of 4. My father was reinstated to his airline position and made whole due to the due diligence of the union leaders representing the collective bargaining agreement negotiated for union members of the major airline.

Today and in the future, unions will continue to play a very important role in our country's work force and to provide a high quality of life for working families.

Today and in the future, unions will continue to play a very important role in our country's work force and to provide a high quality of life for working families.

major wage reduction and increased work hours per day. Henry C. Frick, the company's general manager, was determined to break the union. Andrew Carnegie, the richest man in the world, wanted to increase his profit margins by decreasing the union worker's wages and increasing their work hours. Andrew Carnegie hired Henry C. Frick to eliminate the union by any means possible, while Andrew Carnegie retreated to his homeland

Unions are important in today's economy, but unfortunately union membership is at an all time low in America. Currently 27 states in America are right to work states, which means that no person can be compelled, as a condition of employment, to join or not to join a union, nor to pay dues to a labor union. If future generations of young Americans are not educated on unionism, they will never know the possible benefits of union



Future psychologist

Annick Boyd, pictured here with her father, Andrew Boyd, will attend Florida International University in Miami, where she will study psychology.



Jake Bidoglio (wearing bowtie) is flanked by, from left, sister, mother Leigh and father John, a member of IAM District Lodge 142. John will attend Florence Darlington Technical College this fall, majoring in arts and business in his first two years and playing baseball.





Ground Safety Report

By Brian Szolodko, Ground Safety Director

Solidarity helps us emerge from crisis

Sisters and brothers, it has been an incredibly difficult year, but there is light at the end of the tunnel.

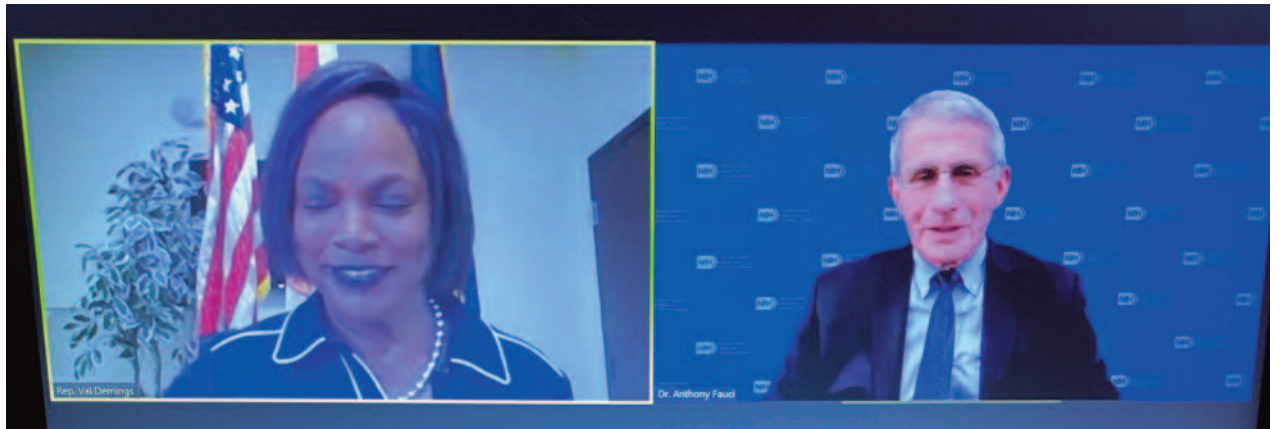
Working with our President Dave Supplee and your General Chairs, your Safety Committee has made many important strides in protecting members from the current virus and the next one that we hope doesn't come.

Recently, I participated in a video conference with U.S. Rep. Val Demings of Florida and Dr. Anthony Fauci, director of the National Institute of Allergy and Infectious Disease (pictured at right on my old trusty laptop). I was able to put forth our perspective on the challenges faced by our members as essential workers and the complications this designation created under the different recommendations made by the CDC, local governments, state governments, the federal government, various airports and companies. I was also able to discuss the role we would like OSHA to play.

Your Safety Committee will continue working to ensure the voices of our district are heard and the safety of our members and their families remains in sharp focus.

The vaccine rollout continues, and while this is an extremely positive development, it's not without its difficult issues.

The relaxation of mask guidance from the CDC and many local governments also has created complications for our members when facing passengers at air-



U.S. Rep. Val Demings (D-Fla.), left, and Dr. Anthony Fauci, right, director of the National Institute of Allergy and Infectious Disease, participate in an online forum on health regulations.

ports and on aircrafts. There has been a marked increase in violent behavior from passengers relating to these mandates.

I know many of you heard of the attack on the Southwest Airlines Flight Attendant. This is a situation we take seriously, and we are working with airport authorities, law enforcement and companies to improve the security of our members. Such instances should be reported to law enforcement immediately as well as to airport authorities, the company and your local Safety Committee. Your health and safety are the first priority.

There will be more on this topic to follow.

On a personal note, I was vaccinated with the Pfizer

vaccine. After my first shot I felt a little fatigued for that afternoon but experienced no other symptoms. After the second dose I felt fatigued and slightly under the weather for some hours, as if a cold was coming on but never did, with no other symptoms. After two weeks I began traveling again and seeing the return of large crowds at the airport as well as in restaurants and other locations.

The vaccines are widely available and are making a huge difference. This is indeed great news, and we needed some great news.

As always, continue to take care of your sisters and brothers out there, and stay safe. In solidarity we will get through these challenges together.

Con artists get rich with false vaccine claims on social media

Some people believe everything they read. "If it's on the internet, it must be true," they might as well say.

Unfortunately, this is not an exaggeration, especially when the topic of COVID-19 vaccines come up. Most of the myths one reads on social media are outrageously false, yet they spread like wildfire on social media and persuade some people to hold off on getting a shot.

According to experts quoted in an article in the *Los Angeles Times* on June 4, the people who invent or spread these myths are trying to attract attention and even profit off spreading lies.

Los Angeles County Public Health Director Barbara Ferrer said one spreader of myths received more than \$34,000 in donations on Facebook.

Don't get played by these people! Don't believe their falsehoods and don't spread them around.

Here are some factual responses to rumors you may have encountered on social media:

- **The vaccines cannot spread the virus.** They don't contain any part of a coronavirus, live, dead, in parts or in whole. People who get vaccinated do not become infected with COVID-19. Vaccines can produce temporary side effects such as tiredness, headaches, muscle pain or fever, but those symptoms go away usually in a day or so unlike a COVID infection, which can cause serious and long-term illness.

- **The vaccines don't contain magnetic microchips.** A frequently shared video on Facebook making such false claims contains manipulated

footage, Ferrer said.

- **The vaccines do not cause fertility problems.** Rumors on this subject originated in a petition that circulated in the United Kingdom aiming to stop COVID-19 vaccine trials. The petition falsely claimed that a protein on the spiky crown of the COVID virus is the same one that appears on the surface of placental cells, and that vaccines targeting this protein are going to lead the body to attack pregnancies, resulting in miscarriages. Ferrer noted the proteins are different and your antibodies can see the difference. Both the vaccine trials and subsequent studies have shown that vaccines are safe in pregnancy.

- **The vaccines can't change your DNA.** They won't add limbs to your body or cause you to glow in the dark, either.

What's in your union-made picnic basket for a barbecue?

The AFL-CIO's Union Label Department recommends these great union-made products for celebrating Independence Day and any other occasion:

HOT DOGS

- Ball Park
- Boar's Head
- Foster Farms
- Hebrew National Hofmann
- Hormel
- Oscar Mayer

SAUSAGES

- Gianelli
- Kroger brand

BREAD AND ROLLS

- Wonder Bread
- Alfred Nichols Bakery
- Stroehmann
- Arnold
- Francisco

CONDIMENTS

- French's Mustard
- Gulden's Mustard
- Heinz ketchup
- Jack Daniels barbecue sauce

- Vlasic pickles and relish

SNACKS

- Munchos
- Funyuns
- Rold Gold
- Frito-Lay
- Doritos
- Chex
- Mikesells Potato Chips
- Mission Tortilla Strips

SODAS AND JUICE

- A&W Root Beer
- Canada Dry Ginger Ale

- Coca-Cola Products

- Kool-Aid Sticks
- Ocean Spray Cranberry Juice

BEER

- Miller
- Coors
- Anheuser-Busch
- Black Eye Ale
- Black Hawk Stout
- Blue Heron Pale Ale
- Budweiser



Flight Safety Report

By John Hall, Flight Safety Director



It's summer and that means wild weather

It's that time of year, when the weather is unpredictable and storms seem to be everywhere. In-flight turbulence is the leading cause of injuries to passengers and crew.

What is turbulence?

Turbulence is air movement that normally cannot be seen. It may occur when the sky appears to be clear and can happen unexpectedly. It can be created by any number of different conditions, including atmospheric pressures, jet streams, mountain waves, cold or warm fronts, or thunderstorms.

Different intensities of turbulence

Light turbulence — briefly causes slight, erratic changes in altitude and/or attitude.

Light chop — slight, rapid and somewhat rhythmic bumpiness without noticeable changes in altitude or attitude.

Moderate turbulence — like light turbulence, but with greater intensity. Changes in altitude/attitude occur. The aircraft remains in control at all times. Variations occur in indicated air speed.

Moderate chop — like light chop, but greater intensity. Rapid bumps or jolts without obvious changes in altitude or attitude.

Severe turbulence — large, abrupt changes in altitude/attitude. Large variation in indicated airspeed. Aircraft may be temporarily out of control.

Extreme turbulence — aircraft is violently tossed about and is impossible to control. May cause structural damage.

The reactions inside aircraft vary from occupants feeling slight strain against their seat belts and unsecured items being slightly displaced, through to occupants being forced violently against seatbelts and unsecured items being tossed about. (Imagine what it would be like if you were not wearing a seatbelt!)

Clear air turbulence

There are several notable problems with clear air turbulence:

- It cannot always be foreseen so there is no warning.

Beware of lightning strikes

This is also the time of year when there is a significant increase in the number of reported lightning strikes.

Each airline has its own policy or procedures to return the aircraft to service after a strike. It is imperative that you have the procedures printed and with you when you perform the inspection.

It is also crucial that you follow the job card steps exactly. If you cannot perform the task exactly as it is written, you must get an EA (Engineering Authorization) to release the aircraft for service.

Climate change is here and it is increasing in intensity. This is not a political statement; it is a fact. The number of storms has been increasing yearly. The intensity of these storms is increasing. Be aware of this, prepare for it, and most importantly, stay safe.

- It is usually felt at its mildest in the flight deck and is generally more severe in the aft section.
- It can occur when no clouds are visible.
- Aircraft radars can't detect it.
- It is common at high altitudes, where cruising airlines suddenly enter turbulent areas.

As I said, turbulence is the leading cause of in-flight injuries. We see countless reports of occupants who were seriously injured while moving about the passenger cabin when clear air turbulence is encountered.

The FAA requires the presence of flight attendants on aircraft, and it's not to serve pretzels and soft drinks. The FAA guidance on avoiding injuries is 11 pages long, with references to the unpredictability of the problem and the need for everyone to exercise judgment and discretion.

For example, when turbulence is strong, flight attendants can forgo walking through the aircraft to check if passengers are securely fastened in.

"If it gets really turbulent, it's not logical to put yourself at risk to check seatbelts," said Nora Marshall, chief of the survival factors unit at the National Transportation Safety Board.

But for some airline workers — whether it is stopping service to passengers or working through what seems to be manageable bumps — what seems logical at the time may seem foolish after the fact.

Turbulence is uncomfortable but rarely poses a threat to the airplane. Designers and manufacturers take great care to ensure the airplane can withstand heavy turbulence. An example of this is the fact that injuries caused by turbulence are not uncommon, but the airplanes involved in such incidents almost never sustain damage.

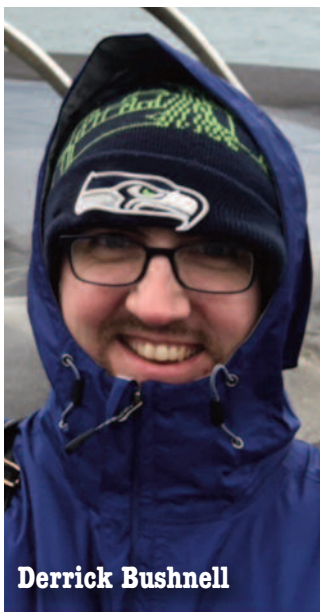
Pilots avoid turbulence whenever they can. Reports from other pilots, relayed by air traffic control, allow time to climb or descend to the smoothest altitude.

Occasionally, clear air turbulence is a surprise. That is when most turbulence injuries occur. Asking the flight attendants to be seated is a precaution to keep them from getting hurt. One of the most common on-the-job injuries for flight attendants is from turbulence. No captain wants to take the chance of having a co-worker hurt on his or her flight.

As a flight attendant, when the captain advises you there is going to be turbulence, ask if you should be seated. If it does start to get bad and you have not heard from the pilot, use good judgment and take your seat. The passengers will survive without their sodas. It is okay to make a PA and advise passengers to remain seated with their seatbelts fastened and that for your safety you are taking your seat as well.

Fly safe out there!

Members share experiences of IAM Free College Benefit



Derrick Bushnell

"I'm attending Eastern Gateway Community College through the union for a business associate's degree with a focus on digital and social media. My goal for 2021-2022 is to be in the Emerging Leaders program offered by Alaska Airlines and then continue obtaining my bachelor's degree through Central State University with help from the union. When I am finished, I hope to go into Alaska's corporate marketing department, focusing on social media... Although it sometimes feels overwhelming with work and school combined, at the end of each week I feel accomplished and that I made the right choice in continuing my education."

Kelsey Hall, SEA Alaska Airlines

"In my family, only my sister has any higher learning. After I graduated high school, I attempted to go to a more traditional college but was unsuccessful. After learning about the IAM's Free College program, I decided to give it another go. Online college fits with my work schedule and I can succeed in both work and school. I have never heard people say they regret having a degree, and if I can get one for free, it will be more than worth it. I am taking the Teacher Education path and look forward to getting my AA in the next year or so."

Derrick Bushnell, SEA Alaska Airlines



Kelsey Hall

For details: www.GoIAM.org

Victory Tour 2021

The Association gets back on the road to explain the best contract in the industry

As COVID-19 loosens its stranglehold on the airline industry and travel restrictions are lifted, we are finally able to get back on the road and talk about the BEST contract in the industry.

District 142 American Airlines General Chairs John Coveny, Bill Wise, Ken Coley, Mike Cicconi and David Figueira, along with District 142 Ground Safety Director Brian Szolodko and Grand Lodge Representatives Sean Ryan and John Werkmeister, have been visiting stations across the system.

We have been to Philadelphia, Phoenix, Las Vegas, Los Angeles, Charlotte and Pittsburgh, with more station visits to be scheduled. So far,

we've been able to sit face to face with more than a thousand members, covering all shifts and work locations.

We were joined by TWU representatives in Phoenix and Los Angeles and plan to align our schedules so we can visit more stations together, reinforcing to our members that the Association is as strong as ever.

The reception we encountered from our Association members was overwhelming. The exchange between our members and the leadership resulted in excellent conversation and education through the many questions presented by the members.

Since the ratification of the Joint Collective

Bargaining Agreement by 97% of our members more than a year ago, we have enjoyed the benefits of the new contract. Our goal is to give the members a better understanding of the language of our industry-leading agreement and encourage them to help us police it and keep it solvent for years to come.

Throughout 2020 and 2021, we held many Zoom meetings to keep communication open between the station leadership and the members from the Association, but nothing compares to personal interaction with our members.

We look forward to meeting with the rest of our membership throughout the upcoming year.

