



The Collective Voice

“The individual voice is heard while the collective voice speaks.”

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Mechanics for AMFA

CAL-UAL Mechanics for AMFA

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IBT Magic Show

During a recent viewing of the Penn & Teller show called, “Bullshit,” they mentioned something that reminded me of the teamsters. For those that do not know who Penn & Teller are, they are a pair of magicians that have been performing together for over 20 years in various venues including stage and television.

In this specific episode they mentioned, if the audience actually paid attention to their magic tricks and not be so easily distracted by secondary actions, they would be able to see through the magic and figure out how the trick was performed fairly easy.

We are the paying audience in this magic show, the teamsters are the magicians. They have been able to use this old magician’s trick of deception to fool us not only into voting for them, but also for keeping them around for so long. They have kept us so distracted with divisive actions, empty promises, fear, and false hope of future dealings; we have let their real trick of taxation without representation pass us by.

To the naked eye and ear, it appears the teamsters are working hard for us. They tell us so every time they talk. But unlike a real magician, it’s not hard to see the truth with the teamsters. The saying “action speaks louder than words” holds true in our case. The people that are looking to change representation from this travelling magic show calling itself a union to a real organization with the primary goal of advancing and promoting our profession, hear the words, but don’t see the action.

In this critical time of our careers, we must not be apathetic and believe the teamsters are working for us. If they say something, make them prove it.

Personally, the last 12 years has been wasted watching this failed magic show here at Continental Airlines. It’s time to put our money to good use and pay ourselves to represent ourselves. With AMFA, all of our money gets spent on our profession, not some appointed magician that will only worry about his pocket.

AMFA – for mechanics by mechanics

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Setting The Record Straight

I’m Kurt Kadel, a 20 year mechanic currently assigned to SFO line maintenance. During AMFA’s tenure here at United I was elected as a Shop Representative, then as an AMFA National Convention delegate in 2004. Later I was ELECTED (not appointed) to the AMFA National position of Region 1 Coordinator and subsequently participated and attended three negotiations: (Alaska Airlines, Horizon and UAL’s 1113c proceedings). With this experience, I witnessed firsthand how AMFA’s “open contract negotiations” can benefit our membership.

Former Teamster Airline director Don Treichler responded to this style of negotiations in the IBT’s “Committee for Change,” Volume 1, Issue 10 (December 2007) newsletter describing the IBT and his view of AMFA stating, “Open negotiations are a circus and actually are disruptive to the negotiating process.” This statement strikes me as a clear indication of the “*secret squirrel*” type clandestine deals the Teamsters operate in.

I will recount one such benefit of AMFA’s “Open Negotiations” that I witnessed firsthand. While participating in contract negotiation for Alaska Airlines in 2005, the Alaska Management and AMFA negotiators were crafting new language that would benefit the Avionic mechanics during Emergency Field Service. While crafting this language, several questions came up that neither the Company nor the Union negotiators had any firsthand knowledge over. Fortunately, sitting quietly in the observer seats five feet away (contract negotiations observers are told in advance they are prohibited from speaking during these procedures, unless granted permission to be heard) was an Alaska Airlines Avionics mechanic who asked permission to speak to clarify the current practice and desired change to this proposal. The Company agreed and this mechanic “helped clarify and craft his own language for his fellow mechanics.” This underscores a major benefit of Mechanics representing Mechanics.

Couple the above example with the fact that at the current UAL negotiations there is not ONE SFOMM line mechanic on the negotiation committee, much less even one attending the proceedings. I guess we are supposed to rely on a Warehouseman, who is not even an airline employee, and ring leader negotiator, Clacy Griswold, to know what WE need negotiated here on the line at UAL/SFO. **Now which type of negotiations resembles a Circus to you?**