



TAMC Nuts & Bolts

Teamsters Aviation Mechanics Coalition Newsletter

Volume 1, Issue 2

Teamster Lobbying Efforts Pay Off



House Passes FAA Reauthorization Bill Containing Key Labor Provision

Teamsters may live by the motto “organizing for power,” but members of the Teamsters Aviation Mechanics Coalition (TAMC) have been lobbying for power—and their efforts are paying off.

Members of the TAMC took to Capitol Hill on June 17, visiting the offices of 10 Senators to discuss labor legislation and to urge a vote in favor of a single regulatory standard for all foreign and domestic repair stations. The delegation of TAMC members included Chris Moore, Chair of the TAMC; Jim Connolly, UAL, Chicago; Scott Parker, Horizon Air, Seattle; Tom Reed, UAL, IAD; Jeff Conely, UAL, IAD; Gary Kagel (sp?), CAL, Orlando; Gary Gambino, UAL, Denver; and Fred Wood, UAL, SFO.

“We had a very successful day, and it was a great opportunity for the TAMC to let our elected leaders know how important it is that we ensure the security and safety of the flying public, while preserving the high quality of work that skilled and trained aviation maintenance technicians perform,” Moore said. “We need to have the same high standard no matter where these airplanes are being repaired.”

The TAMC traveled to each Senate office, asking for support for a single regulatory standard that applies to all foreign and domestic repair stations. The TAMC made clear on the Hill how important it is to have a single standard, as foreign and domestic outsourcing has led to the erosion of passenger safety; increasing homeland security risk; and the dwindling of a skilled work force.

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Grave-yard Shift Mechanics Come Together in Solidarity

By John Knight and Guy Blue



On May 1, mechanics and related at Alaska Airlines, who are trying to organize with the Teamsters, stood together in an act of solidarity that all mechanics can be proud of.

The director of maintenance at Alaska Airlines demanded that all time during a work shift be accounted for. To do so, management told mechanics at Alaska that we would be required to fill out reports specifically explaining how much time each night was spent on aircraft work, non-productive time and other time.



When questions arose about how the information on these

sheets was to be used—would it be used against us as “reasons” for outsourcing our work?—no one from management could answer our questions. Upon hearing this news, many Teamster supporters began to confer with each other.

We all refused to fill out the self-account time sheets the first night we were told to do so. Our supervisor was later threatened that he would be fired. The next night, our supervisor once again briefed us that the forms were not optional and that we had to fill them out. When asked what happens if we don't fill out the forms, we were told that we had one of two options: fill out the forms or clock out. With that, one by one, all of us got up from the meeting and began clocking out.

Immediately, the supervisor petitioned us to stop. He arranged for higher management to speak with us. When the next in command arrived, he addressed the situation with a “just do it” attitude. He could not keep his story straight as to how the information from our time sheets was to be used. Finally, the Director of Maintenance was called in and was surprised to find that mechanics were being asked to fill out the sheets.

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Lobbying Efforts *continued from page 1*

The TAMC also expressed strong support for Express Carrier legislation that would level the playing field between FedEx and UPS, making it easier for workers at FedEx to join a union. Speaking on behalf of all Teamsters, the TAMC members asked that the Senators support the Employee Free Choice Act, legislation that, if passed, would make it easier for workers under the National Labor Relations Act (NLRA) to form or join a union of their choice.

The TAMC held meetings with the following offices: Sen. Richard Burr (R-NC); Sen. Richard Shelby (R-AL); Senator Richard J. Durbin (D-IL); Sen. Jim Webb (D-VA); Sen. Roger Wicker (R-MS); Sen. Frank Lautenberg (D-NJ); Sen. Jeff Sessions (R-AL); Sen. Mark Begich (D-AK); Sen. Patty Murray (D-WA); and Sen. Bill Nelson (D-FL).

House Passes FAA Reauthorization Bill Containing Key Labor Provision

The TAMC's visit to Capitol Hill falls on the heels of an important vote by the U.S. House of Representatives earlier in the year.

On May 21st, the U.S. House of Representatives passed the FAA Reauthorization Bill. Included in the bill is a key provision that closes a long-standing loophole. That loophole allows the FedEx Corporation to misclassify thousands of workers under the wrong labor law.

Currently, FedEx is the only company of its kind allowed to classify package delivery workers under the Railway Labor Act (RLA). Package delivery workers in other companies are classified under the National Labor Relations Act (NLRA).

The loophole has allowed FedEx to have an unfair competitive advantage and deprive its mechanics and other workers of the right to secure union representation. A measure in the FAA Reauthorization Bill—called the Express Carrier Employee Protection Act—aims to change that.

"The House of Representatives has done the right thing in keeping the express carrier legislation in the FAA Reauthorization Bill to close this unfair loophole that benefits only FedEx," said Teamsters General President James P. Hoffa. "Because of this unfair advantage, FedEx Express workers have been deprived the right to form unions."

The express carrier measure stipulates that employees of an express carrier are covered by the RLA only if their work relates directly to aircraft operations (such as aircraft mechanics). Employees who have nothing to do with aircraft operations, such as sorters, drivers, truck mechanics and package delivery drivers, will be covered under the NLRA.

"Employees at FedEx Express who perform precisely the same work requiring the same skill sets are treated dramatically different under other labor laws and are subject to the Railway Labor

Act even though they never touch an airplane," said Ken Hall, Teamsters International Vice President and Package Division Director. "Employees performing the same work, employed by companies that proved the same services, should have the same rights to organize a union."

Under the NLRA, workers form their unions locally. Workers who remain under the RLA will form their unions nationally.

More than Just Express Carrier Legislation

Also included in the bill are provisions that close safety loopholes when it comes to aircraft maintenance outsourcing. Currently, the FAA certifies foreign aircraft repair stations without holding these facilities and their workers

to the same standards as domestic repair stations.

Specifically, the bill mandates that foreign stations be inspected at least twice a year by FAA inspectors and that workers at these facilities be held to the same drug and alcohol testing rules as workers at U.S. stations. The bill also aims to put an end to non-certified stations, both in the U.S. and abroad, from performing major and significant overhaul work.

The vote was 277-136, with 20 Congressmen not voting.

Teamsters Airline Division Director Capt. David Bourne praises the work members of the Teamsters Airline Division—including the TAMC—have done to raise awareness about the loophole and ensure all workers have an equal right to form a union.

"I have no doubt that the lobbying efforts of Teamster Airline Division members—including members of the TAMC—contributed to the House voting overwhelmingly to pass this legislation," Bourne said. "The Teamsters Aviation Division is committed to fighting for our members in Washington and we have made our presence known on Capitol Hill."

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Teamster Outsourcing Defect Report

By Dave Saucedo, United Airlines, 23-year mechanic and Teamster shop steward

On a typical rainy morning in Seattle, a 737 prepared for takeoff. As the aircraft roared down the runway, picking up necessary speed, the flight crew found the elevator controls to become suddenly unresponsive. Instead of the anticipated smooth ascent into the blue sky above the clouds, the unaware passengers on board now found themselves jolted about the cabin, as the pilot yelled the one word most often avoided during an aircraft takeoff: ABORT, ABORT.

As the aircraft slowed near the end of the runway, the crew performed the proper and necessary emergency checks involved for an aborted takeoff. They tried to move the control column again and discovered they had absolutely no up or down movement. Meanwhile, in the cabin area, passengers did their best to gather the belongings that had scattered throughout their seating area caused by the sudden slowdown, completely unaware of the near catastrophe they had just escaped.

Later, at the maintenance area, mechanics removed stabilizer panels to gain access to the elevator controls expecting a failure of the system. What they found instead shocked even the most seasoned mechanic. A heavy metal plate had wedged itself between the elevator and the fuselage preventing any movement. The plate was one of the counter weights which should have been bolted to the balance beam. More shocking was the discovery that no attaching hardware was present on any of the adjacent plates. A subsequent investigation revealed that this aircraft had recently undergone a major check visit at a third-party maintenance repair overhaul facility, also known as an MRO. The job card that directed the routine replacement was not complete. The bolts were removed, but new ones were never installed before this MRO released this aircraft as serviceable.

For years airlines operated on a much higher maintenance standard than what was required by the FAA. But as they turn away from their own trusted, experienced and certified mechanics and outsource the repair and maintenance functions to various MRO facilities, the potential for disaster increases.

This aircraft had been flying in this condition for weeks, and the plates luckily decided to slide off before the aircraft left the ground. Unfortunately, this is only one of dozens of defect conditions aircraft mechanics find on a daily basis. FAA licensed and experienced mechanics employed by airlines frequently find unsafe conditions or defects after an aircraft has been returned to service by an outside MRO. The problem exacerbates as these airlines continually lay off mechanics in cost-cutting moves, thereby increasing the risk for disaster. Simply put, there are fewer and fewer licensed mechanics doing that final walk around before an aircraft leaves the ground.

The FAA ultimately holds the air carriers responsible for all maintenance that is done, and does this through a series of federal aviation regulations called FARs. But the FARs represent only the minimum level of safety and not the high level that airlines operated under for years before the deregulation act of 1978. Once air

travel was no longer regulated, the emergence began of low-cost carriers and MROs that could and did operate using these more affordable minimums. Thus, the result was the lowering of the bar on safety standards and increasing the risk for all of us who fly.

“The FARs are the minimums; they will mostly keep you out of trouble, but they won’t put you in compliance with the highest level of safety,” said John Goglia, who served as a member of the U.S. National Transportation Safety Board (NTSB) with more than 30 years experience in the aviation industry.

The International Brotherhood of Teamsters is tackling this issue head on through its Airline Division and is taking steps to restore the high level of flight safety all Americans and working families can count on. Airline mechanics all over the country report those defects that slip by using the Teamster Outsourcing Defect Report. The reports are reviewed by qualified members and stored in a databank accessible by certain Teamster reps when needed. This report is all-inclusive, meaning a mechanic does not even have to be a Teamster member to help support this bold effort.

During a period of about two months early last year, pilots and mechanics began finding broken wheel half bolts on the tire assemblies that were mounted to two different aircraft types. These tires, which were done in-house, had recently been outsourced to an outside vendor. On a follow-up investigation, it was determined that old bolts were being reused to save money, and the wheels were being assembled using time-saving, high powered pneumatic tools that were simply over-tightening the bolts causing cracks, then eventual breaks.

Outsourcing defects are not limited to aircraft repair during MRO visits. Many airlines send component repair work, previously done in-house by their own experienced mechanics, to outside vendors (OSV) who are tasked with the tear down, rebuild and testing of critical aircraft parts. Many of the workers in these OSV facilities are non-certified or licensed by the FAA. In fact, it is left up to the individual facility to decide the licensing requirements of their employees.

According to a March 2007 Consumer Reports article, “Contract repair facilities, especially those overseas, are subject to less oversight than in-house shops, with fewer screening programs for workers, fewer inspections and loopholes that allow even more subcontracting.” The report went on to explain, “As the major airlines hire low-cost bidders in locations throughout the U.S., and in Mexico, El Salvador, China, Singapore, and the Philippines, among others, much of the work is being done by non-licensed mechanics. The practice is allowed under federal rules, as long as one licensed employee signs off on the job.”

The Teamsters are pushing for stricter regulations and moratoriums on foreign outsourcing and citing many of the factual case details collected from the entire industry using the Teamster Outsourcing Defect Report. Teamster representatives and members of the Teamsters Aviation Mechanics Coalition are taking the

Defect Report *continued from page 4*

information gathered and openly disclosing the defects to our nation's lawmakers. Members of the U.S. House and Senate, who with their own families fly on these same aircraft, are shocked and enlightened by the information revealed from these defect reports. Many not only support, but find value in the Teamster-led campaign to maintain the world's safest transportation system.

On an overnight check, airline-employed avionics technicians discovered the video entertainment systems which had been recently electronically loaded through vendors to be lacking the safety demonstration portions of the video. In a researched two-month period, 28 such instances were found at one maintenance location alone. The work was re-done, and the airline was **not** able to recoup the cost originally paid to the outside vendor.

In another location and maintenance area, this same airline received a fan cowl door, simply described as an engine cover, which was reworked by an outside vendor and returned as a serviceable unit. Upon receipt, closer examination by the airline's mechanics revealed 32 write-ups or flaws to this cowling. Some of the defects were so urgent in their nature that it forced the need to rework the entire door. As before, the airline was not able to recoup the cost associated with the extra work needed to correct the defects.

Many airlines claim costs as the main reason for increased outsourcing, but few of these airlines factor in or even track monies associated with repair of those defects created by MRO workers. Nor do they allow the extra time required to go back and re-repair these items. The whole process is simply added to the overall initial maintenance budget, which further drives up the whole cost. The progression creates a vicious circle leaving frustrated airline mechanics watching their numbers shrink and their pay stifled as the carriers continue what equates to more expensive maintenance outsourcing.

According to a government report filed in 2008, "In their effort to lower costs, airlines continue to shift their heavy airframe maintenance from their own in-house mechanics and engineers to hundreds of repair companies in the United States, Canada, Mexico and countries in Central America and Asia." Nine major airlines examined by the inspector general outsourced 71 percent of their heavy air frame maintenance.

Bucking the outsourcing trend, American Airlines, the nation's largest domestic carrier, was not included in the report because it finds in-house maintenance more efficient, according to spokesman Tim Wagner. "We may cost a little more on a per-man-hour basis than outsourced operations, but our mechanics can do the work faster, the aircraft is back in service faster, making it cost-effective for us," Wagner said. "We think we can monitor our in-house work effectively."

The Teamster Outsourcing Defect Report can help counter the argument made by most airlines that outsourcing aircraft maintenance is an economical necessity to costs associated with aircraft repair. Using this information gathered, the Teamsters Union is able to disprove this theory with factual references and conclude that an actual higher cost is often paid for most work done by an MRO that was previously done in-house when all parameters are factored in. Teamster representatives use this information in negotiation rooms, boardrooms and even courtrooms to help keep jobs here in the U.S., and their members employed and fairly compensated.

Teamsters urge all associated airline members, especially pilots and mechanics, to use this resource whenever a defect is discovered involving any MRO facility. The report should be filled out as soon as possible with as much detail as can be made available. Contact information is requested from the person filling out the report in case follow up is needed, but when used, the source of the individual report is kept confidential.

You can find this report by going to www.teamster.org, clicking on "Industries" on the tabs at the top of the home page, and then selecting "Airline" from the selections. The Teamster Outsourcing Defect Report can be found on the Airline Division home page outlined with a blue box. There is no limit to how many reports or how often a report can be made.

Teamsters Airline Division Director Capt. David Bourne strongly contends that the middle class is weakened by outsourcing the jobs of U.S. mechanics overseas. This same argument can be made to those hundreds of aircraft mechanic jobs lost to lower paying and unregulated MRO facilities. Only with proper data collection and exposure can the Teamsters help to stop this race to the bottom.



A Mechanic's Life for Me

66-Year UAL Mechanic Not Ready to Retire

When he was just 24 years old, Russell Lewis made a decision that impacted the rest of his life: he courageously signed up to serve his country.

Joining the Navy, Lewis was stationed in the Pacific during WWII where he served as an aircraft mechanic until he transferred to flight-training school. Lewis learned to fly B-24 Liberators

and spent his remaining days in the Navy patrolling the oceans near Japan and Guam searching for enemy submarines.

Although he and his crew never received confirmed kills, they did drop depth charges on two submarines.

"We had orders to death charge any submarine we saw in the area. It was late in the war and Amer-

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A Mechanic's Life *continued from page 5*

ican subs were not in the area at that time, so any sub would have been a Japanese one," Lewis said.

It was in the Navy where Lewis learned some important life lessons. Aside from gaining a vast knowledge of aircraft—something he loved since he was a child—Lewis realized that working together and sharing ideas was easier—and more productive—than working alone. It also meant the difference between life and death.

"In the service, you learn to work together and do what you're supposed to do when you're supposed to do it," Lewis said.

Today, Lewis applies that same knowledge to his career.

Lewis, 85, is a full-time mechanic for United Airlines and a member of Local 986 in Los Angeles. He has been working for United Airlines for 66 years and claims it is his zeal for aircraft and zest for life that keep him working full-time.

"I love being around airplanes. This job isn't boring and it keeps me busy," he said.

Aside from staying physically active, Lewis' job also keeps him mentally active; he shares with his coworkers the lessons he learned while serving his country and is always willing to learn new tricks from his younger coworkers.

"Nobody is too old to learn if they try," Lewis said. "Just because you're an old timer doesn't mean if someone new comes in



and has a better idea, you shouldn't grab hold of it. There's no sense in being too proud to learn from the young ones."

Although he is well into his golden years, Lewis said he has no plans to retire. Working keeps him moving, active and healthy—things he isn't yet ready to give up.

"If you stop moving, you fall apart. So, I guess this job keeps me from falling apart," Lewis said. "I've thought about retiring and my wife wants me to retire, but I'm just not ready."

ASAP a Win-Win Program

By Angel Cantu, Teamsters Local 19 Business Agent; Garry Vasquez, Teamsters ERC Primary; and Jack Harran, Teamsters ERC alternate

The primary purpose of Continental Airlines Technical Operations Aviation Safety Action Program (ASAP) is to identify safety events and to implement corrective measures that reduce the opportunity for safety to be compromised. Continental Airlines, the International Brotherhood of Teamsters and the FAA have voluntarily implemented ASAP as a way to improve safety through mechanic and related employee self-reporting, cooperative follow-up and appropriate corrective action. I would encourage all Teamster members to read the memorandum of understanding (MOU) that launched this beneficial program. In addition, GMM section 14-00-100 may also be referenced for details about ASAP. The MOU may be accessed online at the TECH OPS PORTAL using the ASAP link.

The MOU is user friendly and contains a glossary, definitions, program descriptions and more. You don't have to log into the TIS portal unless you're filing an ASAP report. If you perform maintenance on an aircraft and subsequently become aware of a discrepancy, you have 24 hours (reference the MOU for exceptions to this reporting requirement) to file an ASAP report elec-

tronically. The MOU also discusses the terms "sole source and non-sole source" reports. In simple terms, a sole source report is when all evidence of the event is discovered by or otherwise predicated on the report. A non-sole source report is when the FAA is aware of or investigating a report.

If, to the best of your knowledge and/or recollection, you did nothing wrong, then by all means file an ASAP report stating so. On the ASAP home page menu, click on "program stats" and you will notice the very high acceptance rate for ASAP reports. ASAP is not a "get-out-of-jail-free" card. In conclusion, the Technical Operations ASAP is a win-win program. Individual employees win because they are able to participate in an in-depth analysis of reported events from a safety perspective without fear of enforcement action. Continental wins because it is obligated to operate with the highest degree of safety. The company's ability to address safety issues is enhanced through the program. The FAA wins because this program allows it to more thoroughly fulfill its surveillance requirements. The traveling public wins because of the increased safety benefits of the program.

Together in Solidarity *continued from page 1*

The Director of Maintenance explained to us that the information collected from the sheets would be passed across his desk only and would be used to defend numbers and work accomplished. In other words, the information would be used to save job. Furthermore, he explained that it is not the responsibility of mechanics to fill out these time sheets—it is the responsibility of management to fill them out!

With that understood, the meeting ended. Mechanics and related went back to work and were no longer required to fill out the time management forms.

We experienced true feelings of solidarity that night. All members of the grave shift team stood together for a valid cause. The walk-out showed that we can come together despite our differences. No matter which union we support, we must remember that collectively, we have more power than we do on our own. We need to stop the division among our work group. No union can help us until we unite and are willing to listen to each other, as we did the night of May 1.

Meet the TAMC Steering Committee



Chris Moore
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I have been a mechanic at Continental Airlines since 1986. I have spent all 23 years at IAH. I have, in that time, worked on every version of the 737: (100 thru 900) from gear changes to engine changes, DC – 9 / MD 80, 727, 747, 757, 767 and the last few years on the 777 phase A ck line. Most of these years have been spent on graveyard shift working either out of service or PSV crew with a couple of those years being spent on the Tech Support crew where we worked aircraft with “chronic” problems.

We became Teamsters in 1997. I became a Shop Steward in 2000 and Chief Steward from 2004 through 2007. During the period from 2000 through 2005 I also chaired the IAH Maintenance Safety Committee. During the US Airways/America West merger in 2005, I was asked by my local union to assist the Teamsters organizing department on a campaign to help our brothers and sisters at America West remain Teamsters.

Since then I have worked with the organizing department on the United Airlines, FedEx, ASA, and Horizon/Alaska mechanics campaigns. I am currently working with the Airline Division and the Organizing Department. In September of 2007 I was elected to and currently chair the TAMC. Through the coalition we have created a group of member organizers and lobbyists who are taking Teamster Mechanic issues to the front lines in Washington, D.C. and helping unorganized mechanics become Teamster Mechanics.



Dave Saucedo
United Airlines
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I am a new member to the steering committee of this prestigious group, the TAMC. My aviation career began after cross-training to the maintenance field and becoming a B-52 crew chief in the U.S. Air Force. After serving in the Air Force, I hired on at United Airlines as an A&P Mechanic. That was just over 20 years ago.

At United, my first two assignments were working narrow-body “C” checks in an area affectionately known as the “bat cave,” and then I went on to the narrow body “special routs” crew. After about 15 months at each, I moved on to line maintenance, five years in SFOMM and the last 12 years as part of the prominent Seattle Aircraft Maintenance Team.

TAMC Committee *continued from page 7*



Bob Friend

UPS

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I joined the Air Force in 1978 where I worked on F-4s, OV-10s and SR-71s. I was honorably discharged after eight years and nine months in May of 1987. From there, I went to work at Page Avjet in Orlando where I worked on DC-8s, and 707 heavy checks. In March of 1988 I went to work for Airborne Express and did overhaul and line work in Wilmington, Ohio. I then worked for TWA in Kansas City at the overhaul base where I worked on 727s, DC-9s, MD-80s and 747s. In 1990, I joined UPS and have been there almost 18 years. I work on DC-8s, 727s, 747s, 757s, 767s, A300s and MD-11s. I've held the position of a shop steward for many years and from 1993 to 1995 I was elected as a trustee on the E-board. In 2005, I was elected as Secretary-Treasurer and was most recently elected to be a trustee again in January.



Cedric Washington

ExpressJet

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I've worked for ExpressJet Airlines for the past six years. Prior to working in the airline industry, I spent five years in the U.S. Marine Corps and served in Operations Desert Shield and Desert Storm. ExpressJet Airlines Inc. completed the change to an all-jet fleet in 2003 and we now maintain more than 200 EMB-135/145/145XR aircraft.

I have been a chief steward since May of 2008. Before receiving this position, I've actively been participating with Teamsters Local 19, dealing with other issues. I am a strong supporter of my local union as well as the Teamsters as a whole. I'm one of the newest members of the TAMC and I look forward to providing the service that the members need.



Ralph Salzano

Continental Airlines

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I am honored to have been asked to sit on the Aircraft Maintenance Technician Steering Committee of the Teamsters Aviation Mechanics Coalition, representing the mechanics and related at Continental Airlines. I look forward to bringing the concerns and ideas of my co-workers at CAL to the table in an effort to help move the agenda of the aircraft mechanic and related forward.

I obtained my A&P license at Aviation High School in Queens, New York. I was hired by New York Air as a line mechanic in August 1985. New York Air was a subsidiary of The Texas Air Holdings Corp. In 1987 New York Air was acquired by Continental Airlines. I was able to stay on as a line mechanic with Continental and am currently in my 24th year of service.

I am a shop steward and assistant business agent for Local 210 representing the Continental Airlines mechanics and related at Newark Airport. Back in 1996 I was heavily involved in the organizing campaign at CAL. I have been fortunate enough to serve as a member of the negotiating committee in three rounds of traditional contract negotiations and, unfortunately, one round of concessionary bargaining. I am deeply involved in the day-to-day enforcement of our collective bargaining agreement. I consider myself very fortunate and I am grateful to have experienced all three major aspects of representation (organizing, negotiating and contract enforcement).

TAMC Committee *continued from page 8*



Thomas Perusi
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I joined the U.S. Army in 1975 where I worked on Hawk Missile Systems. When I left the army, I worked for Bendix Avionics in Ft. Lauderdale, Florida for three years repairing radar systems. I then moved on to general aviation in Florida, working on all types of aircraft. In 1993, I joined FedEx and have been in the avionics line in Memphis, Tennessee since then.

I have been on special projects including AMCM, which allowed the AMTs to talk directly with pilots on [?] the aircraft to prevent delays. I was also on the MD-10 program in which I helped to convert the DC-10 over to the MD-10, changing the complete avionics package from Boeing.

I started to drive for the Teamsters in December 2006 with the launch of the Fedmx.com web site. We went into full-drive mode in the March of 2007 when FedEx took our retirement, along with many other benefits.

Dan Pimentel
Frontier Airlines
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I have been a mechanic for Frontier for 10 years. I was born and raised in a Teamster home and have been a proud Teamster myself for seven years. I was part of the Teamster negotiating committee during Frontier's recent bankruptcy and subsequent 1113 filing. That experience has made me keenly aware of the dangers to American families caused by the outsourcing of aircraft maintenance.

Llyod Smith
US Airways Piedmont-Allegheny
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After graduating from high school, I worked in the automotive industry (predominately parts) until 1995. I attended Frederick Community College from 1986 to 1998 where I earned an AS in Aviation Maintenance Technology. I started work at Henson Airlines (SBY) in 1989. I was a charter member of my local union when we organized in 1991. In 2001, I transferred to ROA. I currently sit on the negotiating committee for joint contract meter of Piedmont (formerly Henson) and Allegheny.

TAMC Steering Committee Contact Information

The TAMC Steering Committee Members are here for you. Contact a steering committee member to share your thoughts, concerns or ideas for newsletter articles. Be sure to check out TAMC Steering Committee Member bios in the next edition of the TAMC newsletter.

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