

# The Truth About the Teamsters at United Airlines

VOLUME 1, ISSUE 2



## Committee for Change *UAL Mechanics for Teamsters*

### A Post-Labor Day Message from the Teamsters Airline Division

**The 800 pound gorilla.** The ability to defend United Airlines maintenance work from outsourcing is the most important issue facing employees. This control depends on your collective bargaining agreement (CBA). The current CBA allows:

- Sale/leaseback for financing reasons;
- Joint ventures for necessary capital improvements;
- Sale/transfer as part of a UAL sale or substantial asset sale; or
- Sale when the facility constitutes unused capacity.

### C-Check Korea Grievance *What Happened and How AMFA Lost*



By: Paul Molenberg,  
UAL Mechanic, San Francisco

The arbitrator's decision for my grievance on the 747 from outsourcing to a foreign country without union approval.

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**Outsourcing under the Teamsters has gone on unchecked for 3 years by the Teamsters who have failed to enforce mandatory annual SCOPE audit language.**

**Teamsters appointed business agent Paul Molenburg and the Teamsters have failed over the last 3 years of representation to complete the SFO C-Check Arbitration since taking over representation in 2008.**

**Arbitrations under Teamsters representation have reduced from 24 hearing dates a year with mechanic representation to nearly zero with the 800 lb monkey the IBT claimed to be during the 2008 UAL Campaign**

See Korea on page 3

# The Truth About the Teamsters at UAL



Mr Natzke below was lied to about the Teamsters Political Power, most IBT Locals spend the majority of thier dues money on appointed union yes men who serve the The Teamsters first and the membership second.

LAX Teamsters Local 986 in 2009 spent \$10 million on "Union Administration (Officers/Reps Salaries benefits) \$1.5 million more than they received in union dues and fees!!!!

Local 986 in 2009 spent only \$5 thousand dollars on Political Lobbying, most of that money 80% went into the pockets of Teamster union employees.

*(source 2009 Local 986 OLMS government LM-2 report)*

*tively good position because our CBA is not amendable until December 31, 2009. But to simply say "No" to any transaction for that reason is not necessarily a wise tactic."*



"I love my job and the people I work with. I believe in unions and I want a real union—one that can bargain great contract language, which has political power and support from other members when needed—a professional and

respected union. This is why I want the Teamsters."

—Mark Natzke, UAL mechanic, Los Angeles

What did AMFA mean by what it said? AMFA said several things:

- (1) Do not worry because the AMFA CBA does not open until 12-31-09. AMFA further says that the CBA has some restrictions on outsourcing, but management could look for loopholes or seek bankruptcy to get around them

The Teamsters never opened the contract, like their Airline Division Director claimed they would below.

The 800 lb gorilla never made it to UAL, our membership is now represented by appointed IBT "chimps" who do what they are told.

The Teamsters and their appointed IBT reps have no Experience, resources or power.

*(source April 2009 UAL mechanics in a poll conducted by the IBT told the Teamsters to open the contract the teamsters refused to listen to the mechanics )*

and power.

Have the Teamsters open Section 6 negotiations to close your scope loopholes. The Teamsters can do this and AMFA cannot.

Achieve unity through the Teamsters so you can deal effectively with the 800 pound gorilla. VOTE TEAMSTERS!!!!

Sincerely,



Don Treichler  
Director, Teamsters Airline Division

# The Truth About the Teamsters at UAL

**Unfortunately for Richard Pugh and the mechanics at United Airlines the Teamsters could care less about membership solidarity.**

The Teamsters union split the SFO mechanic membership in half to divide their dues money between two Locals one in LAX Local 986 and one in SFO Local 856.

**SFO UAL mechanics last name A through L** are in SFO IBT Local 856

**SFO UAL mechanics last name M through Z** were "shanghaied" to LAX IBT Local 986 along with SEA, HNL and PDX mechanics. These mechanics have no representation!

**3 years ago....Teamster union bosses stated to UAL mechanics they would not organize ramp.**

The Teamsters are now trying to organize the 1500 IAM represented Ramp/Stores members in SFO.

**IBT reps Rich Petrovsky, Paul Molenburg, Dan Johnston, EAP Joe Schwerian and Harvey Wright**

have been on the ramp promising these IAMAW members their own Local here in SFO!

THESE appointed union reps betray their own mechanics in SFO, who are divided into two separate Teamsters locals! They are now promising one SFO Local to IAM Ramp and Stores members if they join the Teamsters!!! **Just ANOTHER Teamsters campaign lie to get them to sign an IBT card!**

(source April 15, 2008 e-mail from Kim Keller IBT International organizer to Rich Petrovsky UAL business agent)



“We need to recover our strength and morale within the airline business. We need to bring back solidarity and to try and regain what we’ve lost. The Teamsters have a great history and many members to back each other.”

—Richard Pugh, UAL mechanic, Chicago

## Denver Post Reports on UAL-Teamsters Organizing

On September 12, 2007, the *Denver Post* published a great article about our organizing efforts

(“*Teamsters Court United Workers*”).

You can view the full article at:

[http://www.denverpost.com/popular/ci\\_6865972](http://www.denverpost.com/popular/ci_6865972)

## Meeting Update:

Since the last issue of this newsletter hit the presses, the Committee for Change and UAL mechanics across the country have continued to work together. Informational meetings and activities were held in Denver, Los Angeles, New York and Dulles, Virginia. The support was great, the turnout was exceptional and we got a lot of good work done. Thanks to everyone who came out and showed their support and interest in this major drive to gain Teamster representation. We’re that much closer now!

# The Truth About the Teamsters

A Message from Chair of the Committee for Change, Rich Petrovsky



Dear UAL Mechanics,

We have witnessed on too many occasions the failed model of this craft-only association called the AMFA. They lack the resources and financing required to take on large obligations much less readily failed the members they represent. The debacle at Northwest Airlines has

letter: "the actual goal and specific plan UAL has for the future remains unknown to AMFA". He went on to say that they "are using all their available resources" with the goal of devising a plan to challenge the company... It's now time to be very concerned for our future as NWA was a clear example of AMFA's limited resources and poor planning! It is obvious that the company has not read the AMFA as a part of the process of maintenance planning and does not take them as a serious threat.

What can we do to protect ourselves? Here are some suggestions from our Committee for Change:

Hold AMFA accountable. They should know what UAL's plans for the future are; after all, they signed a confidentiality agreement with the company that should allow them full disclosure.

Insist that we stay informed of any discussions. The confidentiality agreement should only restrict monetary values and transactions figures.

Concurrently, seek representation that puts job protection first and foremost. The International Brotherhood of Teamsters will provide us support on all issues, resources, expertise, and education that will save our jobs.

If you haven't already done so, send in your completed Teamster card right away.

Help explain to us how we should use their cards as well.

Delle-Femine's claim that "AMFA is about the focus, strength and resilience of our membership" is a complete fallacy. The AMFA has not been able to gain the support of its membership because they are not able to provide support or protection to the membership.

It is not later in the year, as the Teamsters change union representation is right now. The International Brotherhood of Teamsters is ready to take on United Airlines and bargain an agreement that reflects our job security needs. It is time to turn the back on AMFA and join mechanics and riggers in the ranks who will come with being a Teamster!

Since  
*Rich Petrovsky*

**IBT Poor Representation and Empty Promises**

**5594 mechanics April 2008**

**3 years of Teamsters representation equals**

**4729 mechanics December 2010**

**Nearly 1000 UAL Mechanics furloughed under Teamsters representation!**

**Outsourcing Increased**

**Scope Language Ignored**

**UAL Membership Divided**

**Committee for Change is Here for YOU!**

Please feel free to contact the Committee for Change Headquarters with any information or questions you may have. Remember you can always visit our web site at: [www.teamstersatual.com](http://www.teamstersatual.com)

Phone: 1-866-775-0076 • Fax: 650-871-2784

**Teamster Broken Promises**

Pass this new letter on to a friend who has been negatively affected by the Teamsters.  
<http://www.teamstersatual.com>