

GENERAL MEMBERSHIP

NOTAM

JULY 2012

Latest News!

Members of the Local 107 Executive Board met with the Company on June 14th to discuss a few items that had arisen since contract negotiations concluded. Notes from this meeting are available [online here](#), or under ***What's New!!*** on the homepage of www.local107.org.

In November, 2011, Ken Bruner reminded us all, "When assigned to work in the **Radio Room**, members should submit an expense report for **per diem!!**"

How did we get here?

No, not that profound question of individual existence in this human condition, but more simply this group we know as OPEIU Local 107. What *really* drove the organization of the pilots back in the '90s? This may not seem to be a pertinent question since the Local is well established and has taken an industry-leading position, but here's the thing: the potential exists for new members to come along and rightfully conclude that things generally seem pretty good. These newer members might simply observe how things work and decide that there really doesn't appear to be much need for a structured collective to negotiate with the Company. I mean, trailers are decent, we have a fair bidding system. Everything seems to work pretty well. Plus, there's all that work involved in running the Union... What a hassle!

As senior pilots continue to fly off into the sunset, it seems legitimate to consider what might happen to our solidarity and the residual understanding of why our Union is important. Wouldn't you agree that the Union provides invaluable service to benefit the membership? Seriously, who among us truly believes that absent the requirement to do so, the Company would voluntarily continue many of the Union-imposed policies we enjoy today? Some might argue that the Company now sees it in their own best interest to keep the workforce happy but that undoubtedly has its limits and

those among us who expect to be milling around here in 5, 10 or 15 years should be particularly interested in what that future holds.

We can certainly all agree that it gives the Company no satisfaction to be required to consult with us on how they run their business, but if incoming members can't really develop an understanding of why the Local was established to begin with, the requisite motivation to continue our organized front might easily prove lacking. This obviously calls the longevity of the Local into question. So what might convey the importance of the Union to those new members?

What's in a History, really?

In other words, what is it that *really* tells a story? What can we do to try and share the experience of organizing this workforce so as to have it upheld?

We have a written history of the Local which serves as something of a factual timeline of events and while this is certainly informative and well-written, it is particularly challenged in conveying those more personal, human aspects of the movement to organize.

Many of us have had the opportunity to overhear random conversations where guys were reminiscing about having to share rooms in the trailers, being assigned jobs to fly based on friendship with the base

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manager, or needing a flashlight to walk through the trailer at night to not fall through a hole in the floor, but those happen only occasionally and certainly stand to cease as more senior pilots leave the line.

Could we ask pilots with stories like this to take the time to write them down? Would anyone respond? Would you? How about anonymously? Does this even seem like a worthwhile project, to try and compile some real, personalized history? Does anyone have any other ideas for a meaningful way to carry some of that forward for future generations of GOM pilots? Oh yeah... you could also get \$100!!

Submit your stories or your thoughts on this to stowell.nathan@gmail.com.

Welcome New Members!

As the seniority roster begins to expand once again, many of us are reminded of a time when there were a handful of new faces every month... or perhaps when we were one of them!

New members are encouraged to send an email to EBoardLocal107@gmail.com to get signed up to receive communications from the Executive Board of the Local. This is also the most appropriate venue to seek answers or information from your Union leadership. We typically send only 1-2 emails per month.

This is not to be confused with “*commocheck*,” which is not moderated or operated by Local 107 Union leadership.

All members are encouraged to visit www.local107.org for the latest happenings and news from the Local.

Safety Committee Update ~ Jim Talbot

The Safety Committee has 4 new Reps:

<u>Name</u>	<u>Cell #</u>	<u>E-mail</u>	<u>Sched / Base</u>
Dave Fippinger	850-712-6402	david.fippinger@bristowgroup.com	II 14/14 / GNO
Grant Gibbons	512-560-4409	gtgibbons1@yahoo.com	II 14/14 / GNO
Ed Quaid	337-852-0889*	cj3quaid@gmail.com	II 14/14 / GNO
Brad Tarry	337-654-9241	bradley.tarry@bristowgroup.com	II 14/14 / ARA

* (Ed also provided his home phone #, 337-232-1567, which you are also welcome to use.)

These gents and I comprise the **Safety Committee**, the stated purpose of which is to be the eyes and ears of Local 107 where safety is concerned. Thus my recruitment effort has met with some success. We now have a committee with named members which can be a louder, if not stronger voice in presenting our safety-related items to the Company than can an individual pilot. It would be nice, but not required, to see greater distribution of reps among the other bases and on Schedule I. Dave, Grant, Ed, Brad and I can certainly handle the load, and I welcome you to contact any of us with your safety concerns.

Here is a request: If you write a hazard/deficiency report please forward a copy to me, so the Safety Committee can follow up on it.

REMEMBER: EVERYBODY SHOULD BE THEIR OWN SAFETY REP. ESCHEW COMPLACENCY.

Thanks,

JRT3 850-450-7901 JRT3.107@gmail.com II 14/14 / GNO-Nights

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