

GENERAL MEMBERSHIP NOTAM JULY 2013

Industry News

(from www.oilandenergydaily.com)

An Inside Look At Alaska's Oil Industry

By Karim Rahemtulla - Jun 28th, 2013



Alaska remains the undisputed leader in U.S. oil and gas exploration. And I just got a firsthand look at

the industry's inner workings. [More >>](#)

A Gold Rush in the Gulf

By Matthew Senseney - Jun 26th, 2013



The U.S. government is opening up a huge new portion of the Gulf of Mexico to drilling. Which

company is in the best position to profit? [More >>](#)

Too Much of a Good Thing?

You've no doubt heard the phrase, "*All things in moderation.*" Often applied to smoking, drinking, sex, gambling, sugary foods and other such vices, it's quite clear that balance is something to be sought in every area of life, to include our work.

- The Union has to consider **all** Pilots when questions arise around policy and practice, as each one contains unique challenges of respecting seniority without trumping the basic fairness we all deserve. Members are urged to keep this in mind the next time an imperfection in the CBA is discovered, as it may help explain how an item has come to pass or provide the spark of thought toward potential improvement.
- With the summer heat and the physiological necessity for good hydration, managing fluid intake can surely test the limitations of the human bladder. This may be highly variable for each individual but beyond the primary concern that dehydration can lead to serious health problems, it can also have undesirable consequences with our medical certification. Obviously, developing an understanding of how much we can or should drink is an important consideration, but so does knowing if your body reacts differently to coffee versus water, for example. Whether caffeine acts as a diuretic is often debated but the key is to develop a reliable practice that keeps you sufficiently hydrated while maintaining compatibility with the operation at

hand. Some of our passengers have apparently either failed to consider this thoroughly or have simply made errors in balancing their own fluid levels against the length of their flight, therefore increased attention and improved communication all around on this may be warranted.

- On a recent pass through recurrent IFR training, a check airman delivered a presentation regarding crew effectiveness, offering numerous examples of specific behaviors that would theoretically make for "*an ineffective crew member.*" Unfortunately, each example seemed more reflective of actual fact than merely hypothetical, and whether I recognized it from my own behavior or Pilots I had flown with, the fact remains that for whatever reason, we're often too proud to admit our own shortcomings in striking the appropriate attitudinal & behavioral balances for optimal cockpit & crew coordination. Yes, we're all competent stick-wigglers with vast knowledge and a great many capabilities, but our primary objective remains to conduct each flight safely. Any behavior modification that might contribute thereto is worthy of thorough consideration.

Balance. In the cockpit; in hydration; in diet & exercise; in respecting co-workers and supporting those who step up to take on the challenges & responsibilities of Union leadership in the face of ever-changing conditions. Oh yeah, and with the alcohol, sex and gambling too.

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For any Marines/Navy Helo Pilots who want to fly for the Airlines.

Actually, here is the deal that American Eagle has put together for our Military Rotor heads. Please cut and paste for your Army/Marine/Navy and air force Rotor heads who always wanted to fly for the airlines but didn't have the fixed wing time.

Thanks to James Tyus for sharing this info!! Even though the explanation of fixed-wing ratings & time required and the interview process is too lengthy to include in full, anyone interested in obtaining the details can email stowell.nathan@gmail.com with your request.



S76D Models Coming Soon!!

Pilot training has begun and no change to the delivery schedule has yet been announced. We expect to see these aircraft in the GOM beginning next



month, with:

- ~ 1 in August
- ~ 2 in September
- ~ 1 in November



Safety Committee Update ~ Jim Talbot

As you know, the Safety Committee has been awarding a \$100 cash card prize for the **best proposed change to the Operations Manual**. I announced at the last General Membership Meeting that this would be a permanent feature of the Quarterly GMM.

Here are a few suggestions to maximize your chances of winning the cash:

1. Give the specific section, chapter, etc., and page in the Manual, that you wish to see changed.
2. Provide a verbatim text as you want it to appear in the Ops Manual.
3. Give a brief justification for your proposed change. Citing FAR or AIM or other references, if appropriate, is highly recommended.

The awardee selection process, of course, is totally subjective on the part of the SC. Thus far, only one submission per quarter has been received by the Safety Committee since the inception of the award, which has made the aforementioned process quite simple.

Ops Manual change recommendations are an effective way for Local 107 to have an input on how we do business. Even if it's not accepted by the company, a change proposal represents the voice from the field, which is so important for the company to hear. It's your Ops Manual, and it's a chance to put some extra green rectangles in your wallet. I encourage you to participate!

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

Thanks, JRT3

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We all stay healthy and safe in striving to uphold practices of integrity and professionalism.



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COMPANY POLICY REMINDER

The Executive Board continues to receive inquiries regarding the Union's position on recent Company Policies.

As previously reported, the *Information Security Policy* and the *Electronic Communication Policy* contained certain language with which the Union had concerns, all of which was subsequently addressed by the Company to the satisfaction of the Union.

The *NABU Workplace Recording Policy* was presented first to the Union, and there were no objections with that policy as written. In summary, the latest versions of all these policies are satisfactory to the Union.

Fish Spotters Are Out!

Just a friendly reminder to keep an eye out for these aircraft at 1000' & above at 500' increments, because they're **probably** not watching for you!

Adhering to HSAC recommended altitudes should help maintain separation.



Who's that with the "Faux-bamas?"

Yes! That's the Local 107 contingent at the OPEIU International Convention, held the first week of June, 2013.

As you may be aware, Local Unions are required to send delegates to this triennial event, and in addition to conducting the necessary business of the International, attendees are to develop an increased understanding of the behind-the-scenes workings of both OPEIU Int'l and various associated Local Unions & Guilds.

Trustee Graham Lewis reported, "*The big item at the convention was the [Las Vegas taxi driver strike](#), how they won after a 60-day strike...*" They achieved enhanced pay and more desirable duty period scheduling, among other benefits. "*Also the nurses union is fighting to stop the hospitals forcing them to have to take the flu jab to be able to work. This to my knowledge is still unresolved but is also a benefit to show that the Union will fight for employees' rights.*"

The photo above is included less for scrutiny of the first family lookalikes and more to highlight the generational shift in representation. The future of our Union is clearly dependent on incoming members and whether they will pick up the torch and continue forward, trusting the lessons of the past will not be forgotten. Looks like things will be just fine.



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