

## Captain Michael Gitt Papers - ALPA All Members Memos, 1948

Extracted on Apr-24-2024 02:20:29

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

## To ALL ALPA Members -2- August 31, 1948

The National pilots, on July 13, 1948, accepted the Presidential Emergency Board's decision.

The company, with the backing of the Air Transport Association and its affiliate the Airlines Negotiating Committee, after their usual insincere dilly-dallying around, rejected the Presidential Emergency Board's decision, giving a series of excuses that reach a new high in floundering retrogradation completely void of common sense. To illustrate I quote a paragraph from Baker's refusal:

"The recommendations of the Emergency Board that the company reinstate all striking employees at the expense of their duly hired replacements should it become a precedent, would constitute the strike a weapon of force against which management, prohibited from attempting to continue its business, would have no defense. The threat of such action consequently would render employers impotent at the collective bargaining table."

Everyone knows what a scab is. Webster defines the word. Look it up. Its exact meaning is revealing. They have no rights to their jobs, are usually non-principled floaters, and the only reason they take a job it to get what they can out of it for the time being, since no one can establish any legal claim to any job that is taken from another while he is striking legally to better his conditions of employment. In any event, the abovequoted paragraph will give you a clear idea of the thinking of the opposition in this controversy.

Behind the scenes they spread the insidious propaganda that the Association turned down an Emergency Board recommendation in the TWA case. This is not a correct statement because the recommendations of the TWA Emergency Board were not on the issues of the TWA case, but it was on the issue of whether the TWA case was to be settled separately or whether it was to be thrown in with nearly all other pilots' employment agreements not even in these negotiations. Had the Association acceded to these recommendations, it would have meant the destruction of all ALPA agreements and everything for which we have fought since 1938 in rates of pay, rules, and working conditions. All this has been explained in a previous membership letter of January 26, 1948. Therefore, this is another fallacious story that can be relegated to the ATA propaganda scrap heap.

Section 401-L of the Civil Aeronautics Act reads as follows:

"(4) It shall be a condition upon the holding of a certificate by any air carrier that such carrier shall comply with Title II of the Railway Labor Act, as amended."

To all Alfa Hembers

August 31, 1948

+2 -The National pilots, on July 13, 1948, accepted the Presidential

The company, with the backing of the Air Transport Association as a Affiliate the Airlines Regediating Committee, after their usual insineur citily-dailying around, rejected the Presidential Ranagar-oy Bosard's Session, giving a series of common that recome a new high in Floundering retriegradation completely void of common masse. To illustrate I quote a paragraph from Baker's refusal:

"The recommendations of the Emergency Board that the company reinstate all striking employees at the expense of their duly liked regiments should it become a procedent, would com-stitute the strike a weapon of force against which management, prohibited from attempting to continue its besides, would have no defense. The threat of such arion consequently would render employees impotent at the collective bargaining table."

Everyone knows what a such is. Webster defines the word. Local 14 up. 11s cancel resuning is revealing. They have no rights to their jobs, are munily non-principled floaters, and the only reason they take a job to to get what they can out of it for the time being, since no one one suchalish may legal claim to any job that in taken from another while he is striking legally to tester his conditions of employment. In any event, the above-quoted praymach will give you a clear idea of the thinking of the opposition in this contraversy.

Tehind the somess they sproud the institute propagants that the Association turned down as Emergoney Heard recommendation in the TMA sace. This is not a correct statement because the recommendation of the TMA Emergency Heard worsened to the TMA management of the TMA sace, but it was as the 1800s of Whether the TMA case was to be settled comparably or whether it was it be three in with searly all other pilots' employers as accorded to those recommendation, it would have meant the destruction of all AIAA agreements and correpting for which we have faught since 1970 in mates of pay, relace, and working conditions. (All this has been recommendation to the second that is another fallacions story that can be relegated to the 25% propagands screep heap.

Section \$01-L of the Divil Asycnostics Ast years as follows:

"(%) It shall be a condition upon the holding of a derifficate by any air carrier that such asyster shall somply with Title II of the Kalley Labor let, so manued."

On March 25, 1945, the Association files a position with the Civil Association Journal for the revocation of the Cartificate of Convenience and Receasing of Marional Airlines, Cherging time with violation of the Civil Association jet and their contract. The Presidential Emergency Boost stated:

"Section 2, First, of the Sailway Labor act imposes on the Currier the duty "to exact every reasonable effort "" to not not an interaction of the community of the community of the operation of any carrier growing our or any dispute between the carrier and the employees therefore any operation of the community of the carrier and the employees there are the employees there are the carrier and the community has seen as a present of the carrier.

In the White House press release dated July 9, 1948, the following paragraph on this point appeared and I quote:

"The Board found that the Airline had been guilty of viola-tion of the Mallway Labor Act, we associat, under which labor law air carriers operate, and recommended that all employee discharged by the company by rescon of their going out on

On March 25, 1948, the Association filed a petition with the Civil Aeronautics Board for the revocation of the Certificate of Convenience and Necessity of National Airlines, charging them with violation of the Civil Aeronautics Act and their contract. The Presidential Emergency Board stated:

"Section 2, First, of the Railway Labor Act imposes on the Carrier the duty 'to exert every reasonable effort \*\*\* to settle all disputes \*\*\* in order to avoid any interruption to commerce or to the operation of any carrier growing out of any dispute between the carrier and the employees thereof.' The evidence establishes that this statutory duty has not been performed by the Carrier."

In the White House press release dated July 9,1948, the following paragraph on this point appeared and I quote:

"The Board found that the Airline had been guilty of violation of the Railway Labor Act, as amended, under which labor law air carriers operate, and recommended that all employes discharged by the company by reason of their going out on

Captain Michael Gitt Papers - ALPA All Members Memos, 1948 Transcribed and Reviewed by Digital Volunteers Extracted Apr-24-2024 02:20:29



## **Smithsonian Institution**

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: https://transcription.si.edu
On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter

On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu

On Facebook: https://www.facebook.com/Smithsonian

On Twitter: @smithsonian