

RED TALES

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(612-726-2230) Newsletter of the MSP ESSC Shop Committee (612-201-0383)

Getting Injured – When you are injured at work, always fill out a First Report of Injury, even if it seems relatively minor at the time. Be sure to include all relevant details such as the flight you were working when the injury occurred, what you were doing, time, gate, conditions (rainy, snowy). All of this can be very important in establishing the fact that your injury was indeed an occupational injury.

If you need to get medical attention for your injury, we strongly suggest you do not treat at the Airport Clinic. Because of the large volume of employees that Northwest sends to the Airport Clinic, the Clinic has a strong material incentive to treat you in a way that is favorable to Northwest Airlines. You should report to the Airport Clinic and tell them you will not be treating there. Then go to your own doctor or clinic the same day.

OJI cases are now handled by ESIS, a company which Delta Air Lines has contracted with. We have already had some problems with them. If you follow the steps above, it will put you in the strongest position to protect your interests.

Patches – We now have iron-on IAM patches to put on your Delta t-shirts. These are legal to wear, per contract.

We also have an iron in the Shop Committee Office.

Town Hall Meeting – Vice President Bill Lentsch held a Town Hall Meeting at Gate G8 on August 27. He was asked whether the aircraft cleaning contract held by G2 was being terminated and given to Delta Global Services because G2 had been doing a bad job. Lentsch responded that G2 had done a good job. He said every piece of the business was being looked at to try to bring down costs. He said Delta was going to all vendors to rebid contracts.

The human reality of this decision is to cut workers wages by nearly \$2, down to minimum wage. Effected workers had no say in this decision.

Lentsch was also asked about the recent decision to cut staffing in operations and what impact that would have on customer service. Lentsch said that, again, Delta is under tremendous pressure to reduce costs. He said that Delta had decided to allow some degradation of service to bring costs down.

The human reality of this decision is more misconnected bags, delayed flights, ramp injuries and a potential impact on our Success Sharing Goals and bonus payments. Let's speak plainly.