

2007 DP3 TRUSTEE ELECTION BALLOT

I, _____, a DP3 member in good standing,
vote for the following trustees:

1. _____
2. _____
3. _____

CANDIDATES ARE LISTED BELOW IN ALPHABETICAL ORDER
VOTE FOR NO MORE THAN THREE CANDIDATES
YOU MAY WRITE IN ANOTHER RETIREE'S NAME, BUT YOU CAN ONLY VOTE FOR 3 TOTAL.

Will Buergey
Jim Gray
K. Wendell Lewis
Jeff Pickett
Tom Seever
Bill Williams

Instructions:

- To be eligible to vote, you must be a member of DP3 who has met all the financial obligations of membership.
- You may vote for up to three candidates to fill the 3 vacancies.
- Voting for more than three candidates will invalidate your ballot.
- Write in names are allowed, but you can only vote for a total of three persons.
- Deadline for voting is June 1, 2007.
- You may send your vote by email to contact@dp3.org, or print and send it by snail mail to DP3 Inc, P.O. Box 76362, Atlanta, GA 30358.
- The resumes of the six candidates follow the ballot.

Will Buergey

Before I tell you why I believe I can make a difference on the DP3 Board, I will tell you a little bit about myself. I was hired by Delta in March 1978 and was assigned to the Chicago pilot base. I flew out of Chicago until my DC9 captain position was cancelled (due to the base closing) in 1990, and then lived and flew out of Cincinnati until I was able to hold an international captain position in New York on the B767ER in 1999, and then flew out of Atlanta on the B777 until I retired four years early on September 1, 2004.

For my first seven years at Delta I flew P3s in the navy reserves at NAS Glenview, and then became active in ALPA work in 1986. During my ALPA service I served as a council rep and LEC vice-chairman in Chicago. Following my term, I started the Pilot to Pilot program for the Delta MEC and served as its chairman until 1996. During contract 96 I created Delta's first Family Awareness Program and then went on to serve as Chairman of the MEC Strike Preparation Committee where we developed the Strike Manual that is still used as the model for all ALPA represented pilot groups.

Following the negotiations for contract 96, I created the Delta MEC's Code Share Committee and served as its chairman until I was elected Delta MEC Chairman in September 2001. During my term as MEC Chairman I was also elected as the Chairman of the SkyTeam Pilot alliance, representing the pilots from all of Delta's international code share partners.

My activities post retirement include my efforts to overturn the pension termination with the financial help of almost 900 retired pilots. Even though we ultimately lost this battle, the PBGC had indicated its support for our court case until they reached their last minute settlement with Delta, and I believe that our case gave the PBGC much of the leverage that the agency needed to obtain the claim and note that will ultimately benefit all retired pilots. In addition to my Delta activities, I am President of my Lake Owners Association, Vice Chairman of my parish council, and Chairman of a community non-profit organization that secures government funds and grant money to ensure the water quality of our pristine Northwoods lakes in the Upper Peninsula of Michigan.

I am running for the DP3 Board because I hope to make a difference for the retired Delta pilots. Those of you who know me and the activities I have pursued during Delta's bankruptcy case know that I have not always agreed with decisions made by the DP3 Board, but I respect the volunteers who have stepped forward to represent us. With Delta scheduled to exit bankruptcy protection at the end of this month, the new DP3 Board members will face different challenges than those faced by the original Board. Because of those new challenges, I believe that it is time to elect new leaders and for those leaders to take DP3 into different directions that can improve the lot of all retired Delta pilots post bankruptcy.

One problem that retired pilots have faced in bankruptcy is our lack of negotiating strength. Unlike the active pilots who could threaten to withdraw their services, we are already retired, and Delta views us as an unnecessary expense that makes no contribution to the bottom line. Early in the bankruptcy I outlined a plan for the DP3 Board that I believe would have provided us with some needed negotiating capital, but the Board decided not to go in that direction.

Now that Delta is leaving the bankruptcy process, they will no longer find the protection of benevolent courts and judges. During our court efforts to overturn the pension termination we developed some valuable inroads in congress and discovered a number of representatives who were shocked that Delta was terminating our pensions in spite of the recent legislative relief granted by Congress. I believe that DP3 should pursue legislation that could reverse some of the damages that this bankruptcy has wrought on the retired pilots, and especially those pilots subject to the PBGC's three year and five year look back calculations. If elected to the Board, I will not only oppose the PBGC's interpretation of its authority under the look-back provisions, but also work to form a coalition with the United and USAIR pilots (and other retired groups) to pursue remedies to this country's bankruptcy laws that currently unfairly penalize retired employees.

Thank you for your consideration.

Jim Gray

There have been thirteen DP3 Trustees since the inception of DP3. Jim Bomar and I are the two remaining of the original seven who were elected by an open write -in ballot in February 2003. I was elected the initial Vice-Chairman of the DP3 Board of Trustees and then was subsequently elected its Chairman in June 2004; I continue in that office today.

All of us 6,000 retirees have been through a lot together, beginning with the debacle surrounding the SERPS of the Leo Mullin era, 9/11, Delta's devastating financial losses, thousands of early retirements, pension "reform", Katrina, \$70 bbl oil and then the emotional, legal and financial roller coaster of bankruptcy that began in 2005.

No one could foresee four years ago all that would lie ahead, just that we would need some kind of organization to look out for the interests of retired pilots, their families and survivors through whatever the future had in store. DP3 was the answer, created by and for volunteers, to prepare and act in whatever ways would be needed.

Only thirteen have been willing to take on this task as DP3 Trustees and I am very proud to be counted in this small group. We will welcome the new names that will be added following this election.

The demands on time and energy have been daunting; more than 50,000 DP3 internal and external emails have been written or received, not to mention the thousands of phone calls and personal contacts all of us have undertaken since the beginning. And, it has been a real education for each of us, but one we wish we had not had to undertake.

With the bankruptcy concluding and most of the trauma and heavy lifting behind us, crucial questions still remain as we continue exploring our legal options with the PBGC over ensuring the accurate and proper determination of our final benefit calculations. I believe that DP3 has been successful in helping provide a much better-than-expected outcome through some of the worst tribulations our retirees and families could have imagined. Any success we have achieved, however, would have been greatly reduced or even impossible without your steadfast encouragement, financial and emotional support.

I offer my personal thanks to each of you for your support and to the DP3 Trustees with whom I hope to continue to serve.

K. Wendell Lewis

My background as a pilot only serves to indicate that I am much like many others who have given many years to Delta. I was hired in 1978 and spent most of my career as a line pilot relying on others for leadership in crafting my salary and benefits. I worked in the Training Department as a New Hire Instructor from 1980-1983 and 1985-87. As a new Captain, I was a B-737 Instructor from 1987-1991. I returned to the line and flew the B-727, becoming a Line Check Airman from 1993-1999. I finished (ended) my career as a B-777 Captain, at age 56, in December of 2004.

Why am I running for Trustee?

I have been extremely disappointed with the representation of the retiree interests. The future is certainly tied to the past so I believe there should be accountability for past actions. I and many others fought hard to get a fair settlement for the lack of non-qualified payments from bankruptcy filing until termination. The cessation of payments was never agreed to by the court and a settlement was reached without input from the membership. Those who chose to object were met with silence from our paid lawyers.

DP3 agreed to plan termination without input from the membership. Legislation was passed by Congress that gave special relief to Delta. I led the efforts to change the legislation through the petition to "Save our Pensions". We accumulated over 6,500 names that we presented to our Congressmen. The idea was later used successfully by Delta for the "Keep Delta My Delta" campaign. The efforts to change the legislation through a lump sum revision were met with silence from DP3 in court and in the halls of Congress.

DP3 has failed in its responsibility to defend your retiree interests. The most glaring example of this is the medical settlement. DP3 had a responsibility to get a fair settlement for all, not just those who were enrolled in Delta's medical plans. Why are some penalized because they found cheaper plans until age 60 or were able to use a spouse's medical plan? Didn't they earn the medical benefits the same as everyone else? Some would like to shift responsibility to the 1114 Committee but DP3 is responsible for defending your interests.

What will you do as a DP3 Trustee?

I would only be one on a Board of nine. I have no special qualifications other than honesty and integrity. I will not compromise those. I do not owe anyone other than those who elect me. My only interest is to strive for the retirement benefits that we earned regardless of your age, retirement date, or past airline. I will make every effort to get Delta to live up to their promises that you used for your life decisions. The decisions should be made by us, not the lawyers we pay to represent us. Many of the decisions cannot be undone and made right. I will focus my efforts to protecting and trying to regain where possible your earned benefits.

Jeff Pickett

Personal

BA, University of North Carolina, Chapel Hill. 1965
US Marine Corps Reserve, Retired 1987 (06)

Experience

Delta Airlines 1969-2003. Retired at age 60.
Line Check Airman – B-737, B-767, B-777. Chief Line Check Pilot - B-777
Chief Instructor Pilot – B-767
Assistant Chief Pilot, Atlanta Domestic and Atlanta International
Chief Pilot - Atlanta International
System Manager – Flight Standards

After retirement work: DGS Instructor – B-777; Member of Pilot New Hire Interview Team; President of Board of Directors – Clairemont Condominium, Decatur.

Narrative

I wholeheartedly support the work that has been done on behalf of retirees by DP3. My position is that after being abandoned by ALPA, DP3 was the only organization willing to work for us. Their countless hours of unpaid work have resulted in a significant recovery of earned benefits that otherwise would have been lost. DP3 has taken a business-like and realistic approach to the bankruptcy situation by insisting on its participation in the legal process and in its dealings with Delta. My position as a DP3 Board member will be to support the continuing process of the recovery of benefits, advising retirees of these processes and their responsibilities, and the consideration of further efforts should conditions change.

Captain Thomas R. Seever

Personal

P.O. Box 9630
Tavernier, Florida 33070
Phone: 305-304-4069 (cell)
Email: tomrs@mindspring.com

Background:

58 years old, married with 2 grown sons

Education and work experience:

1966-1970 Attained degree in Astronautical Engineering from Florida State University,
Earned Commercial, Instrument, and Multi-engine Ratings
Ran a small spear gun manufacturing business to pay for the above ratings
1970-1971 Taught High School Physics and Math full time waiting for a pilot training slot with the Florida Air National Guard
1971-1977 Flew full time for the Florida Air National Guard – F-102, F106, T-33, and C-131 - Instructor Pilot, Flight Examiner, Chief of Safety

1974-1976 Earned Masters Degree in Business Administration from the University of North Florida
1977- 1983 Flew part time in the Guard. Retired from the inactive reserves in 1990 as a Major
1977-2003 Flew for Delta Air Lines/ Based in Atlanta for all but 3 months out of 26 years/ Last 5years as 767 Captain
May 1, 2003 Retired at age 54 from Delta Air Lines to work as a charter boat Captain in the Florida Keys in the winter and Dinosaur hunter in Montana in the summer.

Narrative:

As a life long student of business, the son of a WW II /Pan Am pilot, and growing up in the aviation hub of Miami, I have watched the evolving crises in the air line industry carefully since the Pan Am and Eastern cash crunches of the early 1970s.

I retired in 2003, at 54 ½ years of age, because I had other things to do. But I only realized I could afford to retire because I started looking at that possibility after the USAir debacle began to unfold. And I retired fully expecting our pension plan to be eventually suspended.

As a result, I have tried to gain as much understanding of the bankruptcy process and of the workings of the PBGC as I could.

I have read (in some cases, several times) the transcripts of the court proceedings, the motions, and the exit plan. I have tried to keep up on the USAir and United struggles.

I am well versed in how the calculations for PC3 are done, and conveyed that to anyone who would listen after the initial incorrect calculations done by Delta.

It seems that few people, if any, outside of the PBGC understand PC4 and PC5 well enough to do the calculations. It is likely that this knowledge will be necessary in order to insure fair treatment from the PBGC, so I am attempting to glean this information from the regulations. Unfortunately, reading them makes even the most boring court transcripts and motions seem like the Sunday comics.

I have been in constant communications with DP3 since October.

Drawing on this background, I have reached the following conclusions:

The bankruptcy process is designed to favor any action that helps the bankrupt company to survive as an ongoing entity. The Unsecured Creditors Committee is the real power in all negotiations that take place. When we make a claim, we are negotiating with (in order) the Unsecured Creditors, the Company, and the Judge. It is vital that we remember that these are human beings (no lawyer jokes, please) and that we have only limited leverage (can't strike – it's not a labor negotiation). Therefore, it is important to use tact and understand what can and can't be done within the constraints of the process.

Based on that, I have generally supported the strategy of the present DP3 board. Compared to most bankruptcies we have fared well so far.

Having said that, I am a fervent believer in communications. While DP3 has made most information available, many people are not aware of it. I believe that information about the process should be presented more frequently and in more forums.

In that same vein, I believe that the outpouring of letters from pilots has had a very positive impact on our position. The Judge acknowledged as much, and Delta's recalculation of the pensions was probably affected by the outcry. Delta was not legally obligated to do the recalculation. This is a tool that should be used as a planned tactic when necessary.

Our future battles will probably be exclusively with the PBGC. They are a formidable foe. It will take knowledge and understanding, and possibly even such creative actions as a concerted letter writing campaign to have any hope of moving them.

I have been keeping a small group of our fellow pilots informed of the details of what has happened over the last year. They have encouraged me to run for the Board and have nominated me. If you choose to elect me, I will do my best to represent the interests of the entire retired pilot group.

If you have any questions feel free to email me at tomrs@mindspring.com.

Bill Williams
Marietta, Georgia

Objective

As a card carrying member of the "If it ain't broke, don't fix it school" to be elected a trustee of DP3 in order to work to keep the organization on its mission of providing retired Delta pilots a forum and means to maximize their rightfully earned retirement benefits while fighting efforts to give away those benefits or to tilt at windmills.

Qualifications

Became a Delta Pilot in April 1970 and retired in May 2003.

Education

Graduate U.S. Naval Academy in 1965.

Post graduate work in Business School program at Georgia State University

Experience

Worked at Delta as a Second Officer Training instructor and lead on the DC-8. Subsequently worked on the DC-9 and MD-80/88 program, putting the MD-80 program into operation at Delta. Flew as S/O on the L-100 and DC-8 and pilot on the DC-9, MD-80/88 and B-757/767. Acted as a Line Check Airman and Lead Line Check Airman on the MD-80 and a Line Check Airman on the B-757/767.

In my alternate life, prior to being hired by Delta, after Navy flight training, served in the Navy flying P-3's from Brunswick, Maine. Continued in the Reserves in Jacksonville, Florida while employed at Delta until retiring with the rank of Captain.