

November 22, 2005

Dear Fellow Pilot,

Last week may have been the busiest week in all my years of ALPA work. While the Communications Committee and Delta Pilot Network prepared and executed Tuesday's rally, preparations for the mid-week 1113 hearings kept many of us busy traveling between New York and Atlanta. Then the hearings themselves involved intense preparation. More on that in a moment.

Tuesday's rally was my proudest moment since becoming MEC Chairman. Pilots and family members turned out in tremendous numbers, despite a less than optimal location. The audience's enthusiastic response to the speakers and thoughtful questions showed that the pilots and families were engaged and cared deeply about their futures. A huge press turnout ensured the message was sent to management, loud and clear - This is OUR Company and OUR Contract, and we will not sit back and watch either be taken away.

Before and after the rally, I and many other volunteers traveled to New York to prepare for the 1113 hearings, which commenced Wednesday. The two days of hearings that have occurred so far were everything that's been reported, and more.

The first day opened to a packed courtroom. No one was certain how the judge would conduct the hearing, how quickly the court would rule, or even if we would be allowed to present the many witnesses we have prepared for our case, so the atmosphere was tense. The press was everywhere. We also had the question of how the court might respond to ALPA's plan to seek recusal of the presiding judge.

As reported, we opened our case with a request for Judge Beatty to voluntarily recuse herself from consideration of our case. Widely publicized comments the court had made and other actions led us to believe an impartial hearing might not be possible. Following protests from Delta's legal team, the judge explained that her remarks had been misunderstood. The court denied our request and then proceeded to hear the case.

The next two days were interesting, to say the least. The judge criticized counsel on each side, interrupting statements, posing questions and offering observations on a wide range of issues. Attorneys on each side reviewed papers and sent out for supporting documentation on the many issues and questions

raised by the judge. Faced with this, it was difficult for either team to stick with its game plan. Momentum shifted back and forth frequently.

When court closed on the opening day, however, it was apparent Judge Beatty would not rule quickly. By mid-afternoon on day two she had scheduled additional court days. While we had not yet begun our case, it was clear we would have the chance. The hearings are scheduled to resume on the afternoon of November 28 with continuation of the debtor's direct case.

Fellow pilots, this past week tested our personnel and resources to the utmost, but I'm proud of what we have accomplished through it all. Bankruptcy favors the debtor, Delta, but we are doing what we can to keep a hand on the wheel through the bankruptcy process. Your enthusiasm at the rally was inspirational. Your support of our efforts in court and outside of court is essential. I thank you for showing your professionalism to the world, doing the great job you do every day.

Fraternally,

Captain Lee Moak, Chairman
Delta MEC