

FAIRBROTHER, DENNIS  
Dennis FAIRBROTHER  
Box 200AA RFD 1  
Hillsboro, W. Va. 24946

FEB 7 1974

1/5/74 PINK on

Rep. H. Staggers (W. Va.)  
U.S. Congress  
Washington, D.C.

Interstate 11450  
nothing else

2162  
512 (?)

Dear Representative,

I am presently a flight officer for the United Air Lines. I was hired in May 1969 and have worked for them since, except for a 10 month period two years ago when I was furloughed. I now expect to be laid-off again at the end of this month. One of the first of three hundred scheduled to go.

It is one thing to be laid off when the company is in economic straits as was the case in 1971, but very frustrating when one feels victimized by a great money grab in which the CAB is playing a very willing accomplice. That the air lines are making huge profits thru elimination of competition and reduction of service is obvious to even the casual observer. Are you aware that in-flight services (meal quality, etc.) has have been cut back since the need to compete has been eliminated? This in spite of the fact that United is having one of its best



years in a long time.

I thought that one of our guiding principles during this energy crisis was that we all were to share the burden equally. Well in spite of the fact that the pilot group has voted overwhelmingly to make sacrifices in order to keep the lowest 300 working, the company has been un-receptive. United has put forth proposals that will indeed keep us all on the job but at the same time would eliminate many and significant advantages of our contract which have taken many years to attain. In effect their proposals have only demonstrated contempt for their employees and the above principles.

The energy crisis has in fact been a great boon to United Air Lines, they are now accomplishing things that they had previously been unable to turn the CAB and they are now trying to turn the misfortune of those at the bottom of the pilot group into a victory at the bargaining table.



Thru my eyes it looks as though the energy crisis is not being borne equally but in fact the people who can least afford it are bearing the brunt while the folks on top are reaping a harvest. You sir are in a unique position to do something about this in the Air Line industry. I ask you to use your influence with the CAB and United Air Lines to lessen the effect of the crisis on the people on the bottom of the pile.

Respectfully yours,  
Dennis Fairbrother



HARLEY O. STAGGERS  
2D DISTRICT, WEST VIRGINIA

HOME ADDRESS:  
KEYSER, WEST VIRGINIA

CHAIRMAN:  
COMMITTEE ON  
INTERSTATE AND FOREIGN  
COMMERCE

**Congress of the United States**  
**House of Representatives**  
**Washington, D.C. 20515**

January 7, 1974

Mr. Dennis Fairbrother  
Box 200AA  
Hillsboro, West Virginia

Dear Mr. Fairbrother:

Thank you very much for your letter of recent date. I appreciate your taking the time to write me and note with much interest your comments relative to our present "energy crisis."

From your communication, I have noted your views relative to any cutback in aviation fuel. Our Interstate and Foreign Commerce Committee did adopt an amendment which would "provide equitable treatment for all sectors of the economy."

You may be assured I was pleased to have supported this provision and will continue my efforts toward the passage of fair and equitable legislation for all.

As you know, of course, the House and Senate did take action on the Energy Emergency Act during the last days of the First Session. In all probability, it will be one of the first items to be considered when the Second Session of the 93rd Congress convenes.

Again, thanking you for writing me and with best wishes, I am

Sincerely yours,

HARLEY O. STAGGERS



Dennis FAIRBROTHER

Box 200 AA

Hillsboro, W. Va. 24196

DEC 17 1973

Representative Staggers,

Once again our beloved president's stated intentions stand in stark contrast to his ~~stated~~ actions. I was led to understand that all sections of the economy were going to share the burden of the "energy shortage" (alleged) equally. Somehow I don't quite understand how cutting back the airlines 25% fits in with the above. Then again I've always had trouble following that Council's peculiar logic.

I'm especially perplexed since during the latest little war in the mid-east we were told only a small percentage of our oil originated with the arabs. But, if we are losing our jobs to aid in God's great design in pursuing Israel's "manifest destiny" perhaps I should feel honored to do my ~~little~~ <sup>small</sup> "part."

Cutting back the airlines fuel allotment is justified perhaps, but it is scandalous that they should receive such inequitable relative treatment. Is it bold that this will have the side effect of producing huge profits for the airline industry in the form of reduced services? Not when one realizes that the management will ~~not~~ not be the ones out of work.

Knowing now that the airlines will receive a diminished supply of fuel it seems to me that the government



should insure that the remaining kerosene is used with maximum efficiency. There is an altitude and speed at which an airplane can go from one place to another with minimum fuel burn out. This speed and altitude would vary with the ~~meteor~~ meteorological conditions pertaining to the flight but can easily be calculated or programmed into a computer. Why airlines have not been required to make the most efficient use of fuel is baffling to say the least. The more efficient speeds would allow more flights for ~~any~~ any specific amount of fuel and would keep more flight crews, of which I am one, working.

One disadvantage of the above would be increased flight times between points but probably by not more than 10-15 min. on a typical flight from Chicago to Washington. It is incredible that people will be put out of work without the above reform and other fuel savers (well known to the FAA) being instituted.

To get back to my original complaint, it will be hard for me and my colleagues to accept losing our jobs out of proportion to the rest of society while; vacationers cavort in heated pools, other forms of transportation operate half full, Cadillacs burn a gallon to travel five ~~and~~ miles, etc. Surely



that old salt and naval war hero, in the White House, remembers how to take "sea showers."

The list of areas where fuel could be saved is nearly infinite. As the military flying airplanes at reduced and more economical speeds? Are "desk type" military pilots burning fuel just so they can get flight pay? Once again we see the Nixon "arbitrary" meat ax approach which only falls into the hands of airline management.

Since 1968 I have devoted myself to a career with the airlines, and others scheduled to be laid off have devoted much more. For the second time during his excellency's administration I'm going to onto the unemployment rolls. I would feel ~~different~~ differently if I thought it were for good reason. Unfortunately the rogue's seventh, eighth, and so forth crises are having a very personal application to me.

If Tricky Dick thinks we are going to stand still for this he is very wrong. Again.

Merry Christmas,  
Danni Fairbroth



NOV 27 1973

D. FAIRBROTHER  
Box 200AA  
Hillsboro, W. Va.

11/25/77

Dear Representative,

I do not consider cutting back  
the Air Lines 25% an equitable allocation  
of fuel. Especially since it is going to  
cost me my job.

I am very unhappy with  
that rogue in the White House.

Sincerely,  
D. Fairbrother