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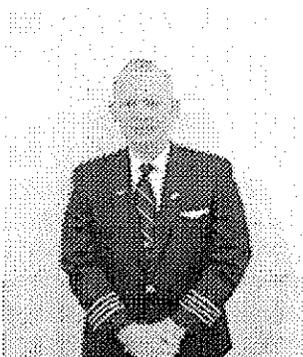
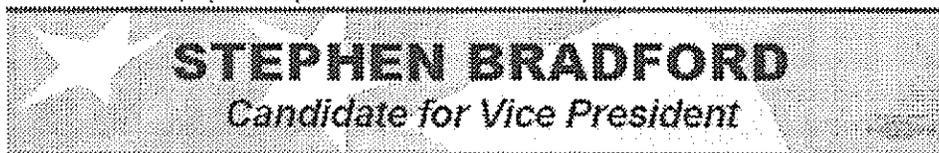
Stephen Bradford <StephenBradford@cbmail2.com>
To: "whaledriveryo@hotmail.com" <whaledriveryo@hotmail.com>
Reply-To: haile53@verizon.net
Stephen Bradford for USAPA Vice President

January 31, 2012 9:33 AM

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Video Link Message from Steve Bradford USAPA Vice Presidential Candidate:
<http://www.changeusapa.com>

click on the large **VIDEO** Button.

Or visit
<http://www.changeusapa.com/index.php/gary-hummel-usapa-president/24-steve-bradford-introduction> for a direct link.

Fellow Pilots,

My name is Steve Bradford and I am running for the Office of USAPA Vice President. If you reflect back to this time four years ago I, along with a small core group of dedicated pilots, helped found USAPA. I also served as your first President for our inaugural year.

Pilots have often asked why I only served a one year term. Some have asked if perhaps there was a legal requirement for unions to hold elections after their initial year. That is not the case. I served as president for one year because it was a campaign promise. I also wanted to make sure that you, the line pilot, had the ability to change not only your bargaining representative but your leadership as well. I fulfilled that promise and decided not to run for a second term to allow our line pilots to have the chance to select their own leadership. It was my commitment that those with more union experience might be better suited to lead. That could not have been further from the truth. Our Union is now without honesty, openness, transparency and without these essential elements, we cannot prevail. Lacking these core ideals, any organization is destined to fail.

In three short years our union has become badly off track. A line pilot commented to me that, "we are not off track we are totally off the road, out in the middle of a field, and stuck up to the axel." Sadly, I am in agreement with that statement.

USAPA is no longer the union you expected, it is not the union that I envisioned and it is not the union that you as a line pilot deserve. We are mired in failure and it is because of the current leadership and their political maneuverings that echo those of our past bargaining agent. The current

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leaderships' tenure with that agent is where they received their political training. That was the place where skill at parliamentary games, obfuscation and delay was substituted for leadership. It was also the place where character assassination was rampant and where our current leaders learned to blame their failures on others.

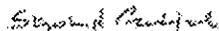
I am running for USAPA Vice President because I believe that I have found someone better qualified than I to sit in the President's chair and that person is Gary Hummel. Gary is a staunch pilot advocate and he supports Date of Hire as enshrined in our constitution. You may hear rumors to the contrary but I tell you that they are all political lies. I would not support anyone who did not hold this goal and centerpiece of our union ideals in the vanguard. I was steadfast in support of this concept from the start of our union and I have not deviated from it one bit. I support Gary Hummel and he supports Date of Hire. Why would I help create a union with Date of Hire as a centerpiece and then abandon that creed?

I am asking for your support and your vote to help USAPA pilots achieve their goals and aspirations. We deserve better from both our union and our company. As an example, we did not even challenge the company when we received a preliminary injunction in Federal Court in Charlotte. Why? Why would USAPA go through all that effort of a safety campaign and then not follow up and challenge the company in court? Our union stated that it would be too expensive, but in fact our union leadership and close supporters are afraid of legal discovery and depositions that would place them at risk. We actually have over \$5 million dollars in the bank. We cannot control what the company does but we can control what our union does and we must start now.

We are getting nowhere with negotiations and about to get parked. There are no more negotiations scheduled after January 23, 2012. We have made no progress whatsoever. We are engaged in costly and futile litigation against the company in New York Federal Court to deny the company a venue for their preliminary injunction and to allege violations of status quo. But these violations are not supported by fact or law and your union leadership filed this lawsuit without any prior notice or consultation with the BPR. I do not consider a call 45 minutes prior to the actual filing after months of secret workings with a new law firm, to be adequate prior notice or consultation. Help us give you back the union you and I envisioned. It is time to finish the work. It is time to bring back true independent and democratic Union principles and ideals to the US Airways pilots. You deserve it.

I ask for you support for Gary Hummel as the next USAPA President and Stephen Bradford as the next USAPA Vice President.

Thank You,



Stephen Bradford

NOTE: No Union funds may be used in an election campaign. We ask for your financial support, if you are so inclined. Please send you donations to Care of:

Captain Mark King, 197 Longuevue Drive, Pittsburgh, PA 15228.

There is also a PayPal hyperlink on the ChangeUSAPA.com web site. Thank

you

Resume: Stephen H. Bradford

Employment:

US Airways October 1986 to Present
Current position- Reserve Captain- DCA B737.
Type ratings - DC-9, B-737, FK-28, DA-20, A-320.

Forum Group, Inc. Corporate Pilot
January 1985 to October, 1986.
Aircraft Flown Falcon-20 and King F90

Tyson Foods Corporate Pilot (IBP division)
1981 to December, 1984
Aircraft Flown Falcon -10 and King Air A-100,

A&P Mechanic and FCC (GROL) - General Radio Operator License –
(Avionics Technician)

Union experience:

USAPA Appeal Board Member - April 19, 2009 to present
First USAPA President - April 19, 2008 to April 18, 2009
Instrumental role in the organization of USAPA - Summer 2007 thru Spring
2008
Training Committee - 2003 to 2007

Education:

Masters Commercial Aviation - Delta State University – 2005.
Diploma- George Brown College- Electrical Engineering Technician-1997
30 Semester Hours 1994 thru 1996 – Electrical Engineering Technology –
Allegheny Community College - 4.0 GPA- Phi Delta Theta Honor Society.
B.S. Aviation Western Michigan University 1978

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