

DECLARATION OF RICHARD JOHNSEN

I, Richard Johnsen, am over the age of 18 and declare as follows:

1. I am a former aircraft and building maintenance mechanic at United Airlines, Inc.. I began my career at United Airlines in San Francisco, California as a Mechanic's Helper in 1988. At the time, the International Association of Machinists and Aerospace Workers ("IAM") represented the mechanics at United and I joined the IAM in November 1988.
2. I became a Mechanic with United Airlines in 1990 and served in that capacity until July 2001 when I was hired by the IAM as a Special Representative. I have worked for the IAM ever since.
3. Between 1990 and 2001, I served in many union positions at the IAM at the local and district level including shop steward, committeeman (where I was assigned to represent more than 2,000 mechanics in the San Francisco maintenance base), Trustee of District Lodge 141M, Vice President of IAM District Lodge 141M, and Assistant General Chair.
4. In May 2021, I became the IAM's General Vice President for the Air Transport Territory in the United States and its territories. The Air Transport Territory represents approximately 100,000 airline workers throughout the United States and its territories including Mechanics at Hawaiian Airlines and at American Airlines.
5. I served as an IAM Grand Lodge Representative in 2003 when AMFA raided the IAM at United Airlines. I was assigned to represent the IAM in San Francisco during that raid.
6. In July 2003, at the time AFMA raided the IAM at United Airlines, the IAM represented 13,144 employees in the Mechanic and Related craft or class at United Airlines, Inc..
See, United Airlines, Inc. 30 NMB 427 (2003).

7. By April 1, 2008, AMFA had decimated the bargaining unit by allowing rampant outsourcing and agreeing to give away many of the job security protections the IAM had won. In a little over four (4) years, AMFA had lost nearly 5,000 good mechanic and related jobs at United Airlines.
8. The mechanic and related workers at United Airlines were so dissatisfied with AMFA's representation, that they sought representation from the Teamsters. According to the National Mediation Board's records, at the time of the Teamsters AMFA election, there were only 8,631 employees left. *United Airlines, Inc.* 35 NMB 125 (2008).
9. The dissatisfied United Airlines mechanics quickly decertified AMFA in less than five (5) years, in part, because AMFA had lost nearly 5,000 mechanic and related jobs at United.
10. A similar story of AMFA's destruction of good paying union mechanic jobs took place at Northwest Airlines.
11. AMFA raided the IAM at Northwest Airlines. On November 20, 1998, an election took place between the IAM and AMFA. There were 9,504 Mechanic and Related good paying union jobs at the time. *Northwest Airlines, Inc.* 26 NMB 269 (1998).
12. AMFA was certified the representative and again promptly lost almost half the workforce allowing Northwest to outsource mechanic and related jobs. By August 2005, there were only approximately 5,400 mechanics left according to an article by Marketwatch. "Union talks lift Northwest Airlines" *Marketwatch*, Published: Aug. 18, 2005 By August Cole.
13. AMFA then took the remaining severely weakened mechanic and related employees out on strike at Northwest. I believe this was done without allowing the mechanics themselves to vote on whether or not to strike.

14. Northwest Airlines easily broke the union and on February 26, 2009, following a disastrous strike at Northwest Airlines, AMFA revoked its certification and walked away from the Mechanics and Related employees at Northwest Airlines, leaving them with no union, thousands of lost jobs, and no one to fight for them during the merger with Delta Airlines. See attached, *Northwest Airlines*, 36 NMB 84 (2009).
15. In less than ten years of AMFA representation, the Northwest Airlines mechanics lost all union representation.
16. The IAM has never, not once, walked away from any Mechanic and Related bargaining unit. The IAM has never abandoned mechanics who wanted good union paying jobs and job security.
17. To the contrary, at American Airlines, the IAM currently holds the best job security language and compensation package for the Mechanic and Related Craft or Class in all of the United States.
18. As a mechanic and related employee myself, who has watched AMFA lose good mechanic jobs in the United States for decades, I would caution anyone from getting involved with this group.
19. It is my understanding that for years AMFA relied on a non-union real estate manager, Kevin McCormick, and his company, the McCormick Advisory Group, to negotiate its contracts and help run the organization. See *The Laconia Daily Sun*, "AMFA departing Laconia but leaving money here." July 26, 2006.
20. On May 23, 2006, the Superior Court of New Jersey entered Judgment against Kevin McCormick and the McCormick Advisory Group barring them from using improperly obtained mailing lists from the IAM. The Judgement further ordered them to pay tens of

thousands of dollars to the IAM in damages and costs. *IAMAW V. Werner-Masuda, et. al.*, L-537-05, Superior Court of New Jersey, Hunterdon County (May 23, 2006).

21. The McCormick Advisory Group then spent years in litigation against the employees who were trying to raid the IAM because the employees claimed McCormick essentially put them up to it and then “cut and ran.” The litigation included claims concerning the legal representation by the Seeham law firm. In the end, the jury found, among other things, that the McCormick Advisory Group failed to provide and pay for legal services it promised to the workers.

I have read the foregoing and declare and affirm that it is true and correct to the best of my knowledge.



Richard Johnsen

03/27/203

Date

NATIONAL MEDIATION BOARD

WASHINGTON, DC 20572

(202) 692-5000

36 NMB 84

36 NMB No. 27

Case No. R-6621

In the Matter of the

Representation of Employees

of

Northwest Airlines, Inc.

Mechanics and Related Employees

Revocation of Certification

February 26, 2009

On February 25, 2009, the Aircraft Mechanics Fraternal Association (AMFA) addressed a letter to the National Mediation Board (NMB), stating:

We are writing to advise you that the Aircraft Mechanics Fraternal Association ("AMFA") has determined that it would be in the best interests of the employees who AMFA represents at Northwest Airlines, Inc. for AMFA to request revocation of its certification.

AMFA was certified in Case No. *R-6621* as the representative of the craft or class of Mechanics and Related Employees at Northwest Airlines, Inc. *Northwest Airlines, Inc.*, 26 NMB 269 (1999).

Accordingly, AMFA hereby requests revocation of its certification that was issued in Case No. *R-6621*.

On the basis of the above disclaimer, the NMB hereby revokes, effective February 26, 2009, the certification issued to AMFA in the NMB Case No. *R-6621*.

By direction of the NATIONAL MEDIATION BOARD.

Mary L. Johnson
General Counsel

General Information

Case Name	Northwest Airlines, Inc.
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