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March 9, 1993

VIA FEDERAL EXPRESS

William A. Gill, Jr.
Executive Director
National Mediation Board
1301 K Street, N.W. - Suite 250 East
Washington D.C. 20572

Re: R-6044
Federal Express Corp.

Dear Mr. Gill:

We represent the United States Pilots Association (USPA), a labor organization which conducted a write-in campaign in the above-referenced election. Due to the failure of both FEPNO and the Carrier to respond to the evidence and legal arguments contained in USPA's prior submission, we make no further comment at this time.¹

Respectfully submitted,



Lee R. A. Seham

LRAS/gw
Enclosures
18/gw/2256

¹ Attached please find the affidavit of USPA member Jack Anzur in response to a specific factual assertion found on page 7 of FEPNO's Rebuttal concerning statements allegedly made by Mr. Anzur during the election campaign.

CERTIFICATE OF SERVICE

Re: R-6044
Federal Express Corp.

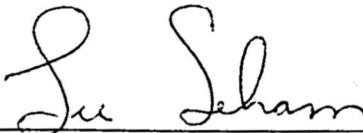
I hereby certify that a true and correct copy of the USPA Response dated March 9, 1993 and Declaration of Jack Anzur in the above-referenced matter was served on the 9th day of March, 1993, by mailing copies via Federal Express, to the following persons:

Steven H. Taylor
Federal Express Corporation
2005 Corporate Avenue
Memphis, TN 38132

Jonathan A. Cohen
Air Line Pilots Association International
1625 Massachusetts Avenue, N.W.
Washington, D.C. 20036

Gary Gordon
Cohen, Weiss & Simon
330 West 42nd Street
New York, New York 10036

Myles Tralins and Keith J. Blum
Tralins and Associates
One Biscayne Tower
2 South Biscayne Blvd. - Suite 3310
Miami, Florida 33131



Lee R. A. Seham

DECLARATION OF JACK ANZUR

JACK ANZUR, under penalty of perjury, states the following:

1. As a former member of the United States Pilot's Association organization my name was recently mentioned in a statement prepared by Mr. Mark Lombardo. Mr. Lombardo contends that I "knew" USPA could not win and told him so personally. This is a complete falsehood and/or the product of a very fertile imagination.
2. During the opening days of USPA's campaign I called several crewmembers who in the past had indicated partiality to an independent union structure so as to inform them of my participation and solicit their thoughts, recommendations, and support. Mr. Lombardo had indicated to me during three separate discussions from 1988 through 1992 his belief that an independent union was workable at Federal Express. The thrust of my discussion was that I believed an independent union's time had come. My belief was based on three facts. First, during 1991 and the first half of 1992 I served as Secretary of the Flight Advisory Board and was responsible for answering phone calls, E-mails, and other communications with the flight-crews. These communications had one recurring theme, and that was a strong core support for an independent union. Secondly, a very detailed survey was conducted by the STICK SHAKER in 1990

indicating the majority of the flight-crews would vote for an independent union. Lastly, in the months preceding my affiliation with USPA, numerous conversations with pilots indicated a strong base of support for the independent option.

3. Mr. Lombardo agreed with my conclusion but felt ALPA had entrenched itself too firmly to challenge at this time. He believed ALPA should first be defeated and then after a year or so, if the company didn't correct some of our employment shortcomings organize an independent movement. I disagreed, arguing it was now or never for an independent. Mr. Lombardo then informed me that he was engaged in support for the non-union forces and believed it to be the only way to keep ALPA off the property.

4. At no time during the conversation with Mr. Lombardo did I indicate that USPA could not win. Subsequent to my conversation with Mr. Lombardo I spent large amounts of time and money supporting the USPA campaign. This activity further demonstrates the the inconsistency of Mr. Lombardo's claim.

Dated: March 7, 1993

Holmdel, New Jersey



JACK ANZUR