

[2118 Officer "X" Charges - Part VI - Evidence (Partial)]

EXHIBITS 1-34 REMOVED FOR LATER REDACTING.

REDACTED EXHIBITS TO BE LATER RELEASED IN ADDENDUM

Exhibit 35 - Captain [REDACTED] AFFIDAVIT

Date: [REDACTED]

To: Whom it may concern

This series of events happened on January 3rd and 4th. All times are East Coast Time. On January 3rd I received a text from Captain [ACCUSED - REDACTED] at 10:14pm to ask if I was awake. I said I was going to bed but that I would call him in a few minutes. I called [ACCUSED - REDACTED] ([POSITION - REDACTED]) at 10:20pm to see what he wanted. The conversation lasted about 11 minutes.

In the conversation [ACCUSED-REDACTED] told me he had some important information and not to tell anyone. And I said okay before I realized that it was something nefarious and possibly illegal activity. He told me that Captain [REDACTED] ([POSITION - REDACTED]) was whistleblowing on something to do with an election document. He told me that there was a document from GES that had who voted and who didn't, and that Karen Van Nostrand was telling the pilots when they asked if their vote was counted or not. He told me that [REDACTED] had kind of made this list and that it basically said who voted for the Experience Slate and who did not because who would be asking because they were upset with the election results. At some point [ACCUSED-REDACTED] said that [REDACTED] directed Karen to destroy the GES document and not to tell any more pilots whose votes were counted and to send them to GES for that information.

It was after this that [ACCUSED-REDACTED] told me that he was telling me this because I was on the [POSITION-REDACTED] and it would affect me. He told me that the protests to Joint Council 42 were a non-event and that it would basically amount to nothing. He said that because of the whistleblower issue they were going to remove all the duties other than what is minimum required in the ByLaws for [REDACTED]. He said that after the whistleblower investigation is completed that they planned on bringing [REDACTED] up on charges and were going to try and get him fired from Allegiant Air, unless the company makes [REDACTED] management. He said that [REDACTED] would no longer be allowed or a part of the negotiations in any way. He also said that if [REDACTED] showed up to negotiations that we would tell him he is not welcome and to leave until he actually leaves.

He also told me that their plans for Karen were to remove all duties except booking hotels and flights. In my opinion they have already started this by hiring the previous [POSITION - REDACTED] [REDACTED] as a "business agent" to basically take over all duties that [REDACTED] does now anyways. He is not a pilot at Allegiant and is part of the [UNION-REDACTED] for [EMPLOYER-REDACTED]. How can he do what's right by us when he really doesn't care about the pilots here.

On January 4th Captain [REDACTED] ([POSITION - REDACTED]) called me to see if I had leaked the resignation letter of Scott Hegland, who was previously on the negotiating committee. I told him no and that I have not leaked anything. He said that nobody should be leaking anything and that only the Executive Board should know about this, perhaps because they want to control all the narrative and do not want any information that would look bad on the current Executive Board to come to light. [REDACTED] confirmed the plans for [REDACTED] with me but was surprised that I knew anything about it. I told him that [ACCUSED-REDACTED] called me last night and told me. I also told him because of all this I do not want to be a part of it and that I was going to be resigning as well.

He asked me why and how [REDACTED] turned me against them. I told him no one turned me against anyone. I told him that the leadership in the Union is the problem and that they need to do what's best for the pilot group, and that they need to give the negotiating committee the power to do their job, not the facade like what they are doing now. He really did not listen and didn't understand that the union leadership was the problem and he was thinking that it was only the company that was the issue. I told him the Eboard needs to do their job and lead. I told him that I was going to enjoy more time with my family and not deal with this anymore. And we left the conversation amicable.

I sent in my resignation a few hours after our conversation and I called and talked to [REDACTED] and explained what they were planning on doing to him and Karen. It is plain wrong to try and get someone fired. I hope that this helps.

Sincerely,

Captain [REDACTED]
Allegiant Air, [REDACTED]
Telephone [REDACTED]