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UNIVERSITY

Walter P. Reuther Library

Guide to the ALPA President's Department Records LR000247_PD

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English

Describing Archives: A Content Standard

Walter P. Reuther Library

5401 Cass Avenue

Detroit, MI 48202

URL: <https://reuther.wayne.edu>

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Summary Information

Repository:	Walter P. Reuther Library
Creator:	Air Line Pilots Association
Title:	ALPA President's Department Records
ID:	LR000247_PD
Date [inclusive]:	1931-1998
Physical Description:	139.5 Linear Feet (191 MB, 43 SB, 3 OS)
Language of the Material:	Material entirely in English.
Abstract:	<p>The President's Department records are arranged in three parts. Part I: The Air Line Pilots Association was formed in secret in 1930 by a group of "Key Men" from each airline, they formed openly and affiliated with the American Federation of Labor in 1931. In that same year David Behncke was elected president of ALPA, an office he held twenty years, until being recalled in 1951 (and off and on through 1952 during his legal battle with ALPA). His successor, Clarence Sayen, held office eleven years from 1951-62 and was replaced by Charles Ruby from 1962-70. These three president's tenures make up part 1 of the President's Department records. The collection is divided by each president's term of office, with some overlap in election years, and some overlap between Behncke and Sayen from 1951-52 during the court battles and periodic switches in president. The collection is further divided into: correspondence (external, internal, and with airlines) and the supporting documentation, subject files, and governing bodies and committee records for each president's tenure. Some of the subjects include: Psychological Testing, Medical Testing, Pilot Benefits, Hijacking, Flight Engineers Jurisdictional Dispute, Crew Complement, Age 60 Rule, United Airlines Class and Craft Dispute, American Airlines Secession, ALPA/ALSSA Split, Behncke Recall, Washington Move, and Technological Innovations. Part II reflects the office's activities, primarily under J.J. O'Donnell, in coordinating the activities of ALPA local offices and in speaking on behalf of its members in the media and before various government bodies. Predominately correspondence and reports, these records cover subjects such as airline mergers & strikes, airport security, bomb threats, hijacking, and terrorism. Important correspondents include J. Edgar Hoover and George E. Hopkins. Part III focuses on the careers of the fourth, fifth, and sixth presidents of the Association, J.J. O'Donnell (1970-82), Henry Duffy (1982-90), and J. Randolph Babbitt (1990-98). One of the major issues the presidents from this</p>

era had to contend with was deregulation, which completely changed the landscape of the airline industry and the way unions functioned in that system. All three presidents struggled in the aftermath of unforeseen problems and challenges to ALPA pilots including Alter Ego airlines, Chapter 11 union-busting tactics, and the introduction of a B-scale. Other issues they faced include Hijacking, Crew Complement, Age 60 Rule, Cabatoge, Drug and Alcohol Testing, and Strikes at Continental and Eastern Airlines. Part III includes correspondence with government departments, industry organizations, and ALPA members; presidential statements; governing bodies minutes; department files; and committee meetings and reports. Part IV consists of records from the Southern Airways strike of 1960-1962. The collection largely contains correspondence, including communications regarding matters that weren't settled until long after the strike ended.

Citation Style

"ALPA President's Department Records, Part [#], Box [#], Folder [#], Walter P. Reuther Library, Archives of Labor and Urban Affairs, Wayne State University"

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History

Part I: The Air Line Pilots Association was formed in secret in 1930 by a group of "Key Men" from each airline, they formed openly and affiliated with the American Federation of Labor in 1931. In that same year, David Behncke was elected president of ALPA, an office he held twenty years, until being recalled in 1951 (and off and on through 1952). His successor, Clarence Sayen, held office eleven years from 1951-62 and was replaced by Charles Ruby from 1962-70. These three president's tenures make up part 1 of the President's Department records.

Behncke played an integral part in forming ALPA, and shaping the organization during its first twenty years of existence. Behncke's leadership was that of one-man rule and he was personally involved in all aspects of the Association, which worked well in the early years but proved his downfall as the organization grew in size. Behncke focused on creating changes in the pilot profession through legislation. He pushed for less hours, safer scheduling as well as more safety requirements in aviation. He also worked hard towards better benefits for pilots, specifically retirement protection. He fought against company and government psychological testing, as well as unnecessary and unjust physical testing. Through his hands-on style of leadership Behncke kept the fledgling organization going through its early years and built a strong and powerful union for pilots.

By the late 1940s, however, it was clear to most people involved in ALPA that the Association had grown too large for Behncke's style of leadership. In 1951, the workers at the home office in Chicago

threatened to strike over unfair working conditions and hours. When the Executive Board approached Behncke with questions on conditions in the office he refused to discuss it with them. The Board then elected a committee to study the organization and the conditions in the home office, and to offer recommendations for changes. This committee found that the Association needed to decentralize authority and make some organizational changes. Behncke refused to recognize the validity of this group, and refused to attend meetings called to hear the reports. He issued several letters and telegrams to ALPA members with diatribes against the committee and certain staff members. Eventually the Executive Board called a Board of Directors meeting in July, which recalled Behncke and elected as president Clarence Sayen, then serving as ALPA's Executive Vice President. Behncke, however, refused to step down, declared the meeting illegal, and fired Sayen. ALPA took Behncke to court and by August Sayen had been reinstated. During the next year the presidency switched from Sayen to Behncke and back as Behncke refused to give up leadership of ALPA and took his fight to court. Eventually after several petitions from the membership to recall Behncke, and a long drawn out court battle, Sayen was permanently placed as president in 1952.

Sayen's years in office were years of great change in the aviation business and the structure of ALPA. Under Sayen ALPA's authority and structure was decentralized into several departments who reported to the president. ALPA became a much more democratic organization and he encouraged members to actively participate in the association rather than allowing it to be run from the top down. As the aviation field changed with jet aircraft and larger commercial airline travel, Sayen focused on technological changes in air travel, air safety, and international air travel. He was a member of several national and international committees and was active in the aviation and labor field outside the immediate interests of ALPA, thus broadening the Association's outlook. Sayen was president during the crew complement controversy with the Flight Engineer's International Association during which ALPA battled for sole representation of cockpit personnel. He was also responsible for creating the Steward and Stewardess Division of ALPA after ALSSA split from ALPA in 1959-60. In 1961 Sayen announced he planned to resign, but stayed onboard until 1962 to make a smooth transition for the next president, Charles Ruby.

Ruby was elected in 1962 to serve as ALPA's third president. Ruby had been with the association from its earliest days and had been very active in the association throughout that time. During Ruby's time as president the aviation industry was becoming larger and with it more problems, including air safety and hijackings which he and ALPA were forced to address. Ruby faced controversy with the American Airlines pilots, over autonomy and crew complement issues, a problem that had been brewing since the late 1950s. ALPA and the AAA pilot could not resolve their differences, leading to their split with ALPA and a lawsuit in 1963. Ruby also presided over ALPA's move from Chicago to Washington in 1968, which many members had been desirous of for some time. He left office in 1970 and was replaced by J. J. O'Donnell.

Part II: The Air Line Pilots Association was founded in 1930. ALPA affiliated with the American Federation of Labor in 1931 and during the 1930s became the principal bargaining agent for professionally employed American airline pilots. After World War II, ALPA membership increased significantly due to the growth of commercial airlines. By 1970, over 30,000 airline pilots were members of ALPA and stewards and stewardesses along with other occupations in the airline industry had become an important segment of the union. The President's Office (in Washington D.C.) oversees the negotiations and grievance cases (although primary responsibility for these matters rests with the regional offices). Between 1965 and 1975, the President's Dept., under Charles Ruby and J. J. O'Donnell, became increasingly involved in the settlement of pilot grievances resulting from airline mergers, accident prevention and other health and safety issues and the deterrence of hijackings and bombings.

Throughout this period the president was the national spokesman for airline pilots appearing frequently in public forums and on television.

Part III: Part III of the ALPA President's Department Records focuses on the careers of the fourth, fifth, and sixth presidents of the Association, J.J. O'Donnell (1970-82), Henry Duffy (1982-90), and J. Randolph Babbitt (1990-98). This part documents subjects such as Hijacking, Deregulation, Alter Ego Airlines, Crew Complement, Age 60 Rule, Cabatoge, Drug and Alcohol Testing, and Strikes at Continental and Eastern Airlines.

J.J. O'Donnell's presidency spanned a tumultuous twelve years of aviation history as he faced issues of skyjacking, mandatory retirement at age 60, crew complement, use of Cockpit Voice Recorder (CVR) systems, and deregulation. O'Donnell took office in the middle of a major spike in hijackings throughout the industry and a large part of his time and focus in his early years was spent on making cockpits safer for pilots, and airplanes safer for passengers. Working closely with his Executive Administrator Jack Bavis, O'Donnell pursued research in psychological aspects of skyjackers, human factors and safety responses for pilots, and airport security systems. Through legislation and public awareness ALPA pushed for tighter airport security, scanning systems, and passenger screenings. They also instituted a wide range of training programs for pilots dealing with hijackings and threats, and saw a sharp decrease in aerial hijackings by the mid-1970s. Soon however, O'Donnell and ALPA faced another major problem with the coming of deregulation in 1978, which completely changed the landscape of the airline industry and the way unions functioned in that system. O'Donnell and ALPA had lobbied unsuccessfully against deregulation and struggled in the aftermath of unforeseen problems and challenges to their work environment. Many airlines instituted Alter Ego lines, functioning as a technically separate company which freed the parent airline of labor fees, thus enabling them to run at much lower costs to the detriment of the unionized airlines. Through publicity and lobbying O'Donnell fought against these Alter Ego lines as a major threat to ALPA pilots' job security and standard of living. O'Donnell left office in 1982, with ALPA's position in the airline industry somewhat more stable, though still unsure in the turbulent environment following deregulation.

Henry Duffy, a pilot from Delta Airlines, followed O'Donnell into office and remained president until 1990. Duffy took office in the still unsettled industry following deregulation and would face many challenges with union-busting management tactics. One of Duffy's biggest challenges would be bankruptcies on several airlines, leaving many pilots without a job or forced to start at the bottom of the seniority list if they joined a new airline. Some of the companies genuinely went bankrupt, never to function again, but Frank Lorenzo used bankruptcy to rid his airlines of the unions. He used this tactic on both Texas International Airlines, and Continental Airlines, declaring Chapter 11, voiding all contracts, and starting over again with non-union labor. This caused outrage at ALPA but the Association was relatively powerless to do anything in the era of deregulation. Under Duffy's leadership ALPA took a strong stand and instituted a sympathy strike on Eastern Airlines to support the IAM, hoping to eradicate Lorenzo's bankruptcy tactic. ALPA partially succeed by demonstrating they would not acquiesce to union-busting, and Lorenzo lost the airline, but Eastern ceased operations and many of their pilots were without work. Duffy responded by working hard to help pilots from carriers that failed in the years after deregulation get jobs on other airlines or in other lines of business by building up career development and family awareness programs, and a strong support network for unemployed pilots. Duffy also lobbied hard against B scale pay, random drug testing of pilots, and improper use of CVR.

J. Randolph (Randy) Babbitt took office in 1990 and remained until 1998. By this time the airline industry had more or less adjusted to deregulation, and ALPA had taken their stand against union-busting

Alter Ego airlines and Chapter 11 tactics. Babbitt worked to solve problems that bankruptcies and new airlines had caused for airline pilots, instituting fragmentation policies to ensure pilots with seniority could transfer to other lines, and continued policies and programs to aid unemployed pilots. Babbitt took strong stands against random drug and alcohol testing, through pressure on the FAA and pilot outreach. He also attacked the practice of Cabatoge, which allowed foreign pilots to fly US aircraft and routes, threatening the job security of ALPA pilots.

Part IV: This part concerns the Southern Airways strike of 1960-62, which is the longest walkout in ALPA's history. The dispute was over equal pay for equal work. Though the conflict was lengthy, in the end, the union was victorious. Clarence Sayen was the president of ALPA for most of the strike, with Charles Ruby taking over near its conclusion.

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Scope and Content

Part I: The collection is divided by each president's term of office. There is some overlap in election years, and some overlap between Behncke and Sayen from 1951-52 during the court battles and periodic switches in president. The collection is further divided into correspondence (external, internal, and with airlines) and the supporting documentation, subject files, and governing bodies and committee records for each president's tenure.

The Behncke years are rather sparse, as when he left ALPA he took his records with him. While there is minimal correspondence, that which remains showcases Behncke's emphasis on changes through legislation, with Mayor LaGuardia and representatives Melvin Maas and James Mead among his correspondents. Behncke's style of leadership and issues he worked on are highlighted in the subject files and convention related records. Within the Behncke years there is also a fair amount of pamphlets and other records of the founding of ALPA and some of the problems the association faced early on. Behncke's recall is documented through correspondence, petitions, governing bodies records and court documents.

The records of president Sayen make up the bulk of the collection. There is a large amount of correspondence, both internal, external and with airlines along with the documents to support this correspondence. The correspondence, and also his memberships in other organizations in his personal files, shows that Sayen worked to broaden ALPA's outlook and participate with other unions, the aviation industry both in the United States and internationally as well as work with government agencies to promote aviation safety. Sayen faced some major controversies which are highlighted in correspondence, subject files, and governing bodies which included the crew complement problem, the United Airlines class and craft issue, and the ALSSA split from ALPA.

President Ruby's records round out the collection. Included are correspondence, again internal, external and with airlines, governing bodies and committees, and subject files. The records document some of the challenges faced by Ruby including the ALPA move to Washington, American Airlines leaving ALPA, as well as hijacking incidents.

Important Subjects: Age discrimination in employment—United States; Air safety; Air traffic control; Airline pilots; Airlines Collective bargaining; Airlines—Employees—Labor unions; Airlines Hijacking; Airlines—Mergers; Airlines—Safety measures; Airlines—Safety regulations; Airlines—Security measures; Airlines—Strikes and lockouts; Airlines—Technological innovations—United States; Airlines—United States—Management; Airplane Airworthiness; Airplanes—Noise; Airplanes—Piloting; Airplanes—Piloting—Safety measures; Alcohol Law and Legislation; Civil Aeronautics Board (U.S.); Federal Aviation Administration; Flight attendants—Labor unions—United States; Flight Engineer's International Association; National Mediation Board (U. S.); National Transportation Safety Board (U. S.); Pilots and pilotage; Stewardesses, Airline; Terrorism

Important Names: Anderson, W. W.; Behncke, David; Black, Hugo; Cates, Larry; Colby, Viola; Colvin, Scruggs; Eisenhower, Dwight D.; Green, William; Johns, Glyn; Johnson, Lyndon B.; Kennedy, John F.; Laguardia, Fiorello; LeRoux, Grant; Maas, Melvin; McMurray, Kay; Mead, James; Meany, George; Modes, Ed; Monroney, Mike; Quesada, E. R.; Reuther, Walter; Ruby, Charles; Ruppenthal, Karl; Sayen, Clarence; Shapiro, Larry; Spencer, F. A.; Talton, J. P.; Weiss, Henry; Wood, Jerry

Abbreviations: AATU, Association of Aviation Transport Unions; ALEA, Air Line Employees Association; ALDA, Air Line Dispatchers Association; ALPA, Airline Pilots Association; ALPG, Air Line Pilots Group; ALSSA, Air Line Steward and Stewardess Association; ATPA, Air Transport Pilots Association; BALPA, British Air Line Pilots Association; CAA, Civil Aeronautics Administration; CAB, Civil Aeronautics Board; CALPA, Canadian Air Line Pilots Association; CAR, Civil Aviation Requirements; FAA, Federal Aviation Agency (later Administration); FEIA, Flight Engineer's International Association; IAM, International Association of Machinists; IFALPA, International Federation of Air Line Pilots Associations; ITF, International Transport Workers Federation; NACA, National Advisory Committee for Aeronautics; NANAC, National Aircraft Noise Abatement Council; NATCC, National Air Transport Coordination Committee; RTCA, Radio Technical Committee for Aeronautics; UFMCA, United Flight Crew Members Association; UPA, Union of Professional Airmen

Series Description: Series I: David Behncke Presidency, 1931-1951: Subseries A. General and Airline Correspondence: Includes internal and external Correspondence and related documents Subseries B. Subject Files: 1. Personal and historical documents 2. Subject A-Z 3. Behncke Recall Subseries C. Governing Bodies and Committees

Series II: Clarence Sayen Presidency, 1951-1962: Subseries A: General and Airline Correspondence, includes internal and external correspondence and related documents Subseries B. Subject Files 1. Personal, historical documents, and memberships 2. Subject A-Z 3. United Airlines Class and Craft Subseries C. Governing Bodies and Committees

Series III: Charles Ruby Presidency, 1962-1970: Subseries A. General and Airline Correspondence: Includes internal and external correspondence and related documents Subseries B. Subject Files 1. Personal, and memberships 2. Subject A-Z 3. American Airlines Secession Subseries C. Governing Bodies and Committees

Series IV: Audiovisual and Oversize, 1932-1963

Part II: Important subjects: Airline Mergers; Airline Strikes; Airport Security; Bomb Threats; Hijackings; Terrorism

Important correspondents: Hoover, J. Edgar; Hopkins, George E.; O'Donnell, J. J.

Series Description: Series I, Airline Files, 1968-1973 Correspondence between the President's Office of ALPA and union locals at the various airline companies (Local Executive Councils) relating to airline strikes and other matters pertaining to specific airlines.

Series II, General Files, 1967-1974 General Office files of the President's Office. Particularly well documented is ALPA's relationship with various governmental agencies such as the Federal Aviation Administration.

Series III, Security Files, 1968-1974 Correspondence, memoranda, reports and other material relating to airline security including the prevention of hijackings and bombings. Accounts of actual hijackings are also included.

Series IV, Chronological Files, 1973-1974 copies of correspondence from the President's Office from January 1973 through June 1974.

Part III: This installment of the President's Department records is split into three series, documenting the tenure of each of the ALPA presidents from 1970-1998 and is further divided into subseries including correspondence, airline files, subject files, governing bodies, department records, and committee work.

The bulk of the collection is made up of documents from ALPA's fourth president, J.J. O'Donnell, who served from 1970-1982. Correspondence makes up a large share of the records, and documents O'Donnell's battles with hijacking, as well as ALPA's scramble to maintain during the deregulation crisis of the late 1970s. Subject files include airport and aircraft security issues revolving around skyjacking, as well as crew complement, and Age 60 research. This series also documents ALPA's internal workings through Board of Directors records, department correspondence and activity reports, and committee minutes. In addition, a complete record of O'Donnell's public statements and some speeches are included, along with an index.

Henry Duffy, president from 1982-1990, came into office with the desire to communicate better and more directly with the membership and this is reflected in his series of documents. The correspondence, both general, and airline related, ranges from MEC chairmen to veteran line pilots and new members. Along with airline correspondence, the subject files and department files of Duffy's years as president reflect ALPA's struggle after deregulation, including many strikes and bankruptcies.

The documentation of the presidency of J. Randolph Babbitt, who was ALPA's president from 1990-98, is rather scant, but highlights Babbitt's commitment, like his predecessor, to more membership communication. The series is made up almost completely of airline correspondence and documents the interaction between the membership and the national officers and the growing accountability demanded of the leadership to explain continuing issues from deregulation, bankruptcies, mergers, and technological changes in the industry.

Important Subjects: Age discrimination in employment—United States; Air safety; Air traffic control; Airline pilots; Airlines Collective bargaining; Airlines—Employees—Labor unions; Airlines Hijacking; Airlines—Mergers; Airlines—Safety measures; Airlines—Safety regulations; Airlines—Security measures; Airlines—Strikes and lockouts; Airlines—Technological innovations—United States; Airlines—United States—Management; Airplanes—Piloting; Airplanes—Piloting—Safety measures; Civil

Aeronautics Board (U.S.); Cockpit voice recorders; Deregulation—United States; Federal Aviation Administration; Flight attendants—Labor unions—United States; National Mediation Board (U. S.); National Transportation Safety Board (U. S.); Pilots and pilotage; Stewardesses, Airline; Terrorism

Important Names: Anderson, W.W.; Ashwood, Tom; Babbitt, J. Randolph; Bavis, Jack; Duffy, Henry; Erickson, John; Gilstrap, Rod; Green, Gary; Hammerley, Robert; O'Donnell, J.J.; Pike, Howard; Robertson, Patricia; Rueck, Kelly

Series Description: Series I: J.J. O'Donnell Presidency, 1970-1982 (Boxes 1-24) A. General and Airline Correspondence; includes internal and external correspondence and related documents B. Administrative Files; personal and A-Z Subject files C. Governing Bodies, Department Files, and Committees

Series II: Henry Duffy Presidency, 1982-1990 (Boxes 24-39) A. General and Airline Correspondence; includes internal and external correspondence and related documents B. Administrative Files; personal and A-Z Subject files C. Governing Bodies, Department Files, and Committees

Series III: J. Randolph Babbitt Presidency, 1990-1998 (Boxes 39-43) A. General and Airline Correspondence; includes internal and external correspondence and related documents B. Governing Bodies

Part IV: This part contains records related to the Southern Airways (SOU) strike of 1960-1962. The collection largely consists of correspondence, including communications regarding matters that weren't settled until long after the walkout ended. Additional materials include, but are not limited to, ALPA press releases and news bulletins.

Important Subject: Airlines—Strikes and lockouts

Important Names: Ruby, Charles; Sayen, Clarence

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Arrangement

Part I: Arranged in four series – Series I (Boxes 1-19), Series II (Boxes 19-134), Series III (Boxes 134-178), and Series IV (Boxes 179-181). Folders are arranged chronologically and alphabetically.

Part II: Note that box numbering begins at 1. Arranged in four series - Series 1 (Boxes 1-5), Series 2 (Boxes 5-8), Series 3 (Boxes 9-10), and Serie 4 (Boxes 11-12). Folders are arranged alphabetically in series 1-3 and chronologically in series 4.

Part III: Note that box numbering begins at 1. Arranged in three series - Series 1 (Boxes 1-24), Series 2 (Boxes 24-29), and Series 3 (Boxes 39-43). Folders are arranged alphabetically and chronologically thereunder. Each series is divided into three subseries.

Part IV: Note that box numbering begins and ends at 1. Documents divided into four folders, but are otherwise not arranged.

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Administrative Information

Publication Statement

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5401 Cass Avenue

Detroit, MI 48202

URL: <https://reuther.wayne.edu>

Revision Description

Part 1 reprocessed with additional records added and finding aid written by Kathy Makas. Part 2 processed and finding aid updated. Part 3 processed and finding aid updated. Part 4 processed and finding aid updated. 2012-10 2010-04 2013-07-25 2022-06-13

Acquisition

Part I: The records are from various shipments from the President's Department from 1967-1972. This collection was reprocessed and additional records were added.

Part II: The papers of the President's Dept. of the Air Line Pilots Association were placed in the Archives of Labor and Urban Affairs in August of 1977 by the Association.

Part III: These records are from various shipments from the President's Department from 1977-1999.

Part IV: Date of acquisition is unknown.

Processing History

Part I: Originally processed by DMD, March 1968. Reprocessed with additional records added, 2012. Finding aid written by Kathy Makas, September 2012.

Part II: Processed and finding aid written by Walter P. Reuther Library in April 1990.

Part III: Processed and finding aid written by Kathy Makas on July 25, 2013.

Part IV: Processed and finding aid revised by Bart Bealmear on June 13, 2022.

Access

Collection is open for research. Box numbering is not continuous; researchers must specify part number. Researchers are required to sign a restricted use form to review materials in box 8 of part 1.

Use

Refer to the Walter P. Reuther Library "Rules for Use of Archival Materials."

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Related Materials

Related Materials

The Clarence Sayen Papers. For additional Southern Airways strike materials, see the George Hopkins Papers.

Transfers

Oversized poster of ALPA/ALSSA Charter of Affiliation has been moved to the Reuther's audiovisual department. An inventory has been included in this finding aid.

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Controlled Access Headings

- Age discrimination
- Aeronautics Safety measures
- Air traffic control
- Aircraft accidents -- Investigation
- Airlines -- Collective bargaining
- Airlines -- Employees
- Airlines -- Management
- Airlines -- Mergers
- Airlines -- Technological innovations -- United States
- Air pilots
- Cockpit voice recorders
- Flight attendants

- Terrorism
- Strikes and lockouts -- Airlines
- Employees -- Drug testing -- United States
- Airplanes -- Noise
- Airlines hijacking
- Deregulation -- United States
- United States. Civil Aeronautics Board
- United States. Federal Aviation Administration
- United States. National Mediation Board
- United States. National Transportation Safety Board

Collection Inventory

Part 1

Series I: David Behncke Presidency, 1931-1951

Subseries A: General and Airlines Correspondence

Scope and Contents

Includes internal and external correspondence and related documents.

Title/Description	Instances	
Correspondence; David Behncke and Fiorello LaGuardia, 1931	Box 1	Folder 1
Correspondence; American Federation of Labor, 1932	Box 1	Folders 2-4
Correspondence; David Behncke and Fiorello LaGuardia, 1932	Box 1	Folder 5
Correspondence; David Behncke and Congressman Melvin Maas, 1932	Box 1	Folder 6
Correspondence; David Behncke and Congressman James Mead, 1932	Box 1	Folder 7
Correspondence; David Behncke and Congressman Melvin Maas, 1933	Box 1	Folder 8
Correspondence; David Behncke and Congressman James Mead, 1933	Box 1	Folder 9
Correspondence; David Behncke and Dr. Ralph Greene, 1934	Box 1	Folder 10
Correspondence; David Behncke and Dr. Ralph Greene, 1935	Box 1	Folder 11
Correspondence; Wiley Post Memorial, 1935	Box 1	Folder 12
Correspondence; David Behncke and Fiorello LaGuardia, 1938	Box 1	Folder 13

Correspondence; PAA-Avianca Chairman, 1940-42	Box 1	Folder 14
Correspondence; PAA-Avianca Chairman, 1943-47	Box 1	Folder 15
Correspondence; Avianca Pilots, 1949-50	Box 1	Folder 16
Correspondence; Reserve Officers Commissions, 1950	Box 1	Folder 17

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Title/Description	Instances	
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President's File, 1948	Box 2	Folders 3-4
President's File, 1949	Box 2	Folders 5-6
President's File, 1950	Box 2	Folder 7
President's File, 1951	Box 2	Folder 8
President's File, 1952	Box 2	Folder 9
David Behncke Salary Adjustment and Annuity, 1942-44	Box 2	Folder 10
Interoffice Memos; W. W. Anderson, Viola Baumbach, D. L. Behncke,	Box 3	Folder 1
Scruggs Colvin, Vera Forrester, Misc., 1947-51	Box 3	Folder 2
Interoffice Memos; M. J. Connors, 1947-51	Box 3	Folder 3
Ray Brown File, 1931-32	Box 3	Folders 4-5
W. P. Carroll Files, 1945-49	Box 3	Folder 6
Treasurer, J. L. Huber Files, 1931-32	Box 3	Folder 7
Frank Ormsbee File, 1932-34	Box 3	Folder 8
Historical Bills and Correspondence, matted, 1940s	Box 3	Folder 9

Subseries B2: Subject Files - A-Z

Title/Description	Instances	
85-Hour Monthly Flight Time Law, 1942-51	Box 3	Folder 10
Aero Medical Association, 85 Hour Rule, 1933	Box 3	Folder 11
ALPA, Canadian Airline Pilots Association (CALPA), British Air Line Pilots Association (BALPA) Affiliation, 1943-44 (1 of 2)	Box 3	Folder 12
ALPA, CALPA, BALPA Affiliation (2 of 2), 1943-44	Box 4	Folder 1
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ALPA Organizing Documents, 1931-32	Box 4	Folder 3

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Air Line Piloting Profession; Technological Unemployment, 1949	Box 4	Folder 5
Air Line Piloting Profession; Code of Ethics, 1948-50	Box 4	Folder 6
ALSSA, 1950	Box 4	Folder 7
ALSSA, Financial Statements, 1950	Box 4	Folder 8
ALSSA, 1951	Box 4	Folder 9
American Federation of Labor Per Capita Tax, 1938	Box 4	Folder 10
American Federation of Labor Per Capita Tax, 1940	Box 4	Folder 11
American Federation of Labor Per Capita Tax, 1941	Box 4	Folder 12
American Federation of Labor Per Capita Tax, 1944	Box 4	Folder 13
Behncke Loan, Central Executive Council, 1935	Box 4	Folder 14
By-Laws Rough Draft, c. 1931-32	Box 4	Folder 15
Century Air Lines Lockout, 1931	Box 4	Folder 16
Civil Aeronautics Act of 1938, 1938	Box 5	Folder 1
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Correspondence; Finance Manager, Peter Ricci, 1970	Box 159	Folder 9
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Correspondence; Government and Legislative Affairs, 1970	Box 159	Folder 11
Correspondence; Information Systems Department, 1970	Box 159	Folders 12-13
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Correspondence; Secretary/Treasurer, Richard Jones, 1970	Box 160	Folder 12
Correspondence; Steward and Stewardess Division, 1970-71	Box 160	Folder 13
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Douglas Aircraft Representation, 1967-68	Box 161	Folder 8
Financial Documents for Home Office, 1970	Box 161	Folder 9
Financial Statements, 1962	Box 161	Folder 10
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Hijacking Correspondence, 1970	Box 161	Folder 13
Home Office Progress Reports, 1970	Box 161	Folder 14
Home Office Progress Reports, 1971	Box 162	Folder 1
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Title/Description	Instances	
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Ruby et al v. American Airlines; Transcripts, 1963-3-20	Box 163	Folder 5
Ruby et al v. American Airlines; Transcripts, 1963-3-21	Box 163	Folder 6
Ruby et al v. American Airlines; Transcripts, 1963-3-22	Box 163	Folder 7
Ruby et al v. American Airlines; Transcripts, 1963-3-26	Box 163	Folder 8
Ruby et al v. American Airlines; Transcripts, 1963-3-27	Box 163	Folder 9
Ruby et al v. American Airlines; Transcripts, 1963-3-29	Box 163	Folders 10-11
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Ruby et al v. American Airlines; Transcripts, 1963-4-8	Box 164	Folders 3-4
Ruby et al v. American Airlines; Transcripts, 1963-4-9	Box 164	Folders 5-7
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Ruby et al v. American Airlines; Transcripts (1 of 2), 1963-4-16	Box 164	Folder 10
Ruby et al v. American Airlines; Transcripts (2 of 2), 1963-4-16	Box 165	Folder 1
Ruby et al v. American Airlines; Transcripts, 1963-4-17	Box 165	Folder 2
Ruby et al v. American Airlines; Transcripts, 1963-4-18	Box 165	Folder 3
Ruby et al v. American Airlines; Transcripts, 1963-4-19	Box 165	Folders 4-5
Ruby et al v. American Airlines; Transcripts, 1963-4-25	Box 165	Folder 6
Ruby et al v. American Airlines; Transcripts, 1963-4-30	Box 165	Folders 7-8
Ruby et al v. American Airlines; Transcripts, 1963-5-1	Box 165	Folders 9-10
Ruby et al v. American Airlines; Transcripts, 1963-5-2	Box 166	Folders 1-2
Ruby et al v. American Airlines; Transcripts, 1963-5-3	Box 166	Folder 3
Ruby et al v. American Airlines; Transcripts, 1963-5-10	Box 166	Folder 4
Ruby et al v. American Airlines; Plaintiffs Exhibits, 1963	Box 166	Folder 5
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Ruby et al v. American Airlines; Legal Documents, 1963	Box 166	Folders 7-9

Ruby et al v. American Airlines; Petition for a Writ of Certiorari to the United States Court of Appeal, 2nd Circuit, 1963	Box 167	Folder 1
Executive Board Meeting, 1963-2-5	Box 167	Folder 2
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American Airlines Loss of License Program, 1963	Box 167	Folder 4
President Emergency Board, Eastern Airlines, ALPA, FEIA, 1958	Box 167	Folder 5
President Emergency Board, Crew Complement, 1961	Box 167	Folders 6-7
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National Mediation Board Representation Case; ALPA and Allied Pilots Association, 1963	Box 167	Folder 9
ALPA v. American Airlines Pilots (Negotiating Committee), Flight Loss Pay, 1963-64	Box 167	Folder 10
American Airlines Crew Complement Correspondence, October-December 1962	Box 168	Folder 1
American Airlines Crew Complement Correspondence, January 1963	Box 168	Folder 2
American Airlines Crew Complement Correspondence, February 1963	Box 168	Folder 3
American Airlines Crew Complement Correspondence, March 1963	Box 168	Folder 4
American Airlines Crew Complement Correspondence, April 1963	Box 168	Folder 5
American Airlines Crew Complement Correspondence, May-July 1963	Box 168	Folder 6
American Airlines Crew Complement Correspondence, August-November 1963	Box 168	Folder 7
American Airlines Crew Complement Correspondence, 1964-65	Box 168	Folder 8
American Airlines Crew Complement Correspondence with Individual Members, January-February 1963	Box 168	Folder 9
American Airlines Crew Complement Correspondence with Individual Members, March-May 1963	Box 168	Folder 10
American Airlines Crew Complement Correspondence with Individual Members, June-October 1963	Box 168	Folder 11
American Airlines ALPA Councils and Members Correspondence, 1963-64	Box 168	Folders 12-13

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Report to Board of Directors; Establishment of the Information Systems Department, 1970	Box 171	Folder 9
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Air Traffic Control (ATC) and Airport Evaluation Committee, 1969	Box 172	Folder 7
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Building Plans and Projects Committee, 1968-70	Box 172	Folder 11
Committee on Discrimination in Pilot Employment, 1967	Box 172	Folder 12
Committee on Discrimination in Pilot Employment, 1968	Box 173	Folders 1-2
Committee on Discrimination in Pilot Employment, 1969	Box 173	Folder 3
Committee on Discrimination in Pilot Employment, 1970	Box 173	Folder 4
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Flight Time/Duty Time Committee, 1970	Box 173	Folder 6
Flourny v. Ruby; ALPA Hearing and Appeals Boards, 1968-69	Box 173	Folders 7-8
Merger Study Committee, 1967-70	Box 173	Folder 9
National Air Safety Coordinating Committee, 1970	Box 173	Folder 10
Organizational Structure Study Committee, 1963	Box 173	Folder 11
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Organizational Structure Study Committee, 1965	Box 174	Folder 3
Organizational Structure Study Committee, 1966	Box 174	Folder 4
Organizational Structure Study Committee, 1967	Box 174	Folders 5-6
Organizational Structure Study Committee; Correspondence, 1967	Box 174	Folder 7
Organizational Structure Study Committee, January-March 1967	Box 174	Folder 8
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Organizational Structure Study Committee; LEC and MEC, 1967	Box 175	Folder 3
Organizational Structure Study Committee; Membership and Dues/Fees Assessment, 1967	Box 175	Folder 4
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Organizational Structure Study Committee; Correspondence, January- February 1968	Box 175	Folder 10
Organizational Structure Study Committee; Correspondence, March-June 1968	Box 176	Folder 1
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Organizational Structure Study Committee; Correspondence, S. W. Hopkins, 1968	Box 176	Folder 4
Organizational Structure Study Committee; Working Papers, 1968	Box 176	Folder 5
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Organizational Structure Study Committee; Report and Recommendations on Home Office Structure, 1968	Box 176	Folder 7
Organizational Structure Study Committee; Correspondence, 1969	Box 176	Folder 8
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Retirement and Insurance Committee; Report on Loss of License, 1969	Box 177	Folders 9-11
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Steward and Stewardess Division Organizational Structure Study Committee, 1970	Box 178	Folder 3
Training Plans Committee, 1969-70	Box 178	Folder 4
Wage and Working Conditions Committee, 1970	Box 178	Folder 5
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Pins; 9th Convention, February 18-21, 1947	Box 180	Folder 1
Pins; 10th Convention, November 9-12, 1948	Box 180	Folder 2
Pins; 1st Executive Board Meeting, May 21-23, 1947	Box 180	Folder 3
Pins; 2nd Executive Board Meeting, November 20-22, 1947	Box 180	Folder 4
Pins; 2nd Conference, International Federation of Air Line Pilots Associations, September 20-25, 1948	Box 180	Folder 5
Citation; United States Treasury Department, Braniff Hostesses, ALPA, 1963	Box 181	Folder 1
Certificate; Boy Scouts of America, ALPA, 1960	Box 181	Folder 2
Pen; Used by Franklin D. Roosevelt to Sign S. 2496, 1936	Box 181	Folder 3
Pen; Used by Franklin D. Roosevelt to Sign HR. 6799, 1942	Box 181	Folder 4

Oversized Poster; ALPA/ALSSA Charter, 1951

Box AV

Folder 1

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Part 2

Series I: Airline Files, 1968-1973**Scope and Contents**

Correspondence between the President's Office and local union offices of each airline company. Internal memoranda from within ALPA's Washington D.C. headquarters are also included as are copies of correspondence between local offices and third parties which have been forwarded to the President's Office. Topics include the following: airline strikes; seniority systems; budget problems of local offices; and route abandonment's. Files are arranged alphabetically by airline company.

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Airlift International, 1971-73	Box 1	Folders 1-3
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Allegheny-Mohawk dispute, 1972-73	Box 1	Folders 14-15
Aloha Airlines, 1970-73	Box 1	Folders 16-19
American Airlines, 1970-73	Box 1	Folders 20-21
Braniff International, 1970-73	Box 1	Folders 22-25
Capitol Airways, 1971-73	Box 2	Folder 1
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Delta Airlines, 1970-73	Box 2	Folders 4-5
Delta Accident, Boston, 31 Jul 1973	Box 2	Folder 6
Delta-Northeast merger, 1972-73	Box 2	Folder 7
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Eastern-Caribair merger, 1973	Box 2	Folder 10
Flying Tiger Line, 1970-73	Box 2	Folder 11
Flying Tigei-Airlift International merger, 1973	Box 2	Folder 12
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Hughes Air West, 1973	Box 2	Folder 15
Los Angeles Airways, 1970-73	Box 2	Folder 16
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Overseas National Airways, 1971-73	Box 3	Folder 8
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Pan American World Airways, 1970-73	Box 3	Folders 12-13
Piedmont Airlines, 1972-73	Box 4	Folder 1
Prinair, 1970-73	Box 4	Folder 2
Reeve Aleutian Airways, 1972	Box 4	Folder 3
San Francisco and Oakland Helicopter Airlines, 1971	Box 4	Folder 4
Saturn Airways, 1971-73	Box 4	Folder 5
Seaboard World Airlines, 1970-73	Box 4	Folder 6
Southern Airways, 1971-73	Box 4	Folder 7
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Texas International Airlines, 1969-73	Box 4	Folder 10
Trans Caribbean Airlines, 1970-73	Box 4	Folder 11
Trans World Airlines, 1970-73	Box 4	Folders 12-13
United Airlines, 1969-71	Box 4	Folders 14-15
United Airlines, 1972-73	Box 5	Folders 1-2
Universal Airlines, 1970-72	Box 5	Folder 3

Western Airlines, 1970-73	Box 5	Folders 4-5
Wine Consolidated, 1970-73	Box 5	Folder 6

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Series II: General Files, 1967-1974

Scope and Contents

Correspondence, memoranda, reports and other materials from the general office files of the President's Office. ALPA's relations with other organizations (governmental, private and other unions) are documented in this series as are a range of subjects of interest to ALPA. Files from ALPA's regional offices are also included. Files are arranged alphabetically by subject or by the name of an organization.

Title/Description	Instances	
AAAE (American Association of Airport Executives), 1973	Box 5	Folder 7
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AFL-CIO, 1969-73	Box 5	Folder 9
Agency shop, 1973	Box 5	Folder 10
Aids system (flight recorder), 1969-72	Box 5	Folder 11
Air Safety Coordinator, 1973	Box 5	Folder 12
Air Travelers Association, 1972	Box 5	Folder 13
ALDA (Airline Dispatchers Association), 1970-73	Box 5	Folder 14
ALEA (Airline Employees Association), 1970-73	Box 5	Folders 15-17
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ALPA, Atlanta Office, 1971-73	Box 5	Folder 20
ALPA, Chicago Office, 1969-73	Box 5	Folder 21
ALPA, Dallas Office, 1970-73	Box 5	Folder 22
ALPA, Denver Office, 1970-71	Box 5	Folder 23
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ALPA, Los Angeles Office, 1969-70	Box 5	Folder 25
ALPA, Miami Office, 1969-73	Box 5	Folder 26
ALPA, Minneapolis Office, 1969	Box 5	Folder 27
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ATA (Air Transport Association), 1972-73	Box 6	Folder 5
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Berk, Allen, Assistant to ALPA President, 1972	Box 6	Folder 8
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Credit Union, 197-72	Box 6	Folder 16
Dallas-Ft. Worth Airport opening, 1973	Box 6	Folder 17
Delta-Northeast merger, 1971-72	Box 6	Folder 18
Education, 1971-73	Box 6	Folder 19
Engineering and air safety, 1971-73	Box 6	Folder 20
Environmental Protection Agency, 1973	Box 6	Folder 21
Executive Assistant, 1971-73	Box 6	Folder 22
Executive Board, 1971-73	Box 6	Folder 23
Executive Committee, 1971-73	Box 6	Folder 24
FAA (Federal Aviation Administration), 1968-1973	Box 6	Folders 25-27
FEIA (Flight Engineers International Association), 1972-73	Box 7	Folder 1
Finance, 1971-73	Box 7	Folder 2
First Vice President, 1969-73	Box 7	Folder 3
FST (Flight Safety Foundation), 1973	Box 7	Folder 4
Flight Security Committee, 1973-74	Box 7	Folder 5
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Governmental affairs, 1973	Box 7	Folder 7
Hazardous Materials Subcommittee, 1973-74	Box 7	Folder 8
Hijacking, 1973	Box 7	Folder 9
IAM (International Association of Machinists), 1967-73	Box 7	Folder 10
IFALPA (International Federation of Airline Pilots Associations), 1972	Box 7	Folder 11
Industrial relations, 1971-73	Box 7	Folder 12
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Statements and remarks, J.J. O'Donnell, 1972-73	Box 8	Folder 10
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Vice President, Robert L. Tully, 1970	Box 8	Folder 14
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Vice President; Region V, 1965-73	Box 8	Folder 19
Villanova University; Skyjacking Symposium, 23 Feb 1973	Box 8	Folder 20

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Series III: Security Files, 1968-1874

Scope and Contents

Correspondence, memoranda, reports, and other material relating to airline security including the prevention of hijackings and bombings. Pilots' accounts of actual hijackings are included as are many letters from individual pilots expressing their positions on matters of air safety. Files are arranged alphabetically by subject or by the name of an organization.

Title/Description	Instances	
Aberrant Behavior Center, 1971-72	Box 9	Folder 1
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International Federation of Airline Pilots Association; Security correspondence, 1971-72	Box 10	Folder 11
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Sky Marshals, 1970-72	Box 10	Folder 14
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Special Report on Air Piracy, 1972	Box 10	Folder 16
Teaser System; Stun gun, 1972	Box 10	Folder 17
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Series IV: Chronological Files, 1973-1974

Scope and Contents

Copies of correspondence from the President's Office from January 1973 through June 1974. The files are arranged chronologically and subjects cover the entire range of activities performed by the President of ALPA.

Title/Description	Instances	
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Correspondence, 5 Nov 1973 -28 Jun 1974	Box 12	Folders 1-8

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Part 3

Series I: J.J. O'Donnell Presidency, 1970-1980

Subseries A: General and Airline Correspondence

Scope and Contents

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