

DISTRICT 751 AERO MECHANIC

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Members Step Up Efforts on Dash 8 Flight Test

More than 100 District 751 members spent much of March preparing for a road trip.

This won't be some spring break getaway to fun and sun, however. Instead, volunteers from flight lines across Puget Sound are getting ready to follow the 747-8 flight test program south to Palmdale, Calif., for what is expected to be eight months of hard work under grueling conditions.

"It's not unusual in the summer for it to be 117 degrees – they've actually

melted the rubber on their tennis shoes," said Kathleen Raske, a Union Steward and a flight test quality assurance mechanic who will be making the trip south. "After 30 days of doing 12-hours each day, things get a little rough."

A casual glance from Interstate 5 as you drive past Boeing Field would tell you why Boeing is taking the 747-8 south to California for flight testing. One afternoon in March, the company had two new Dash 8 freighters, plus two blue-and-white 787 test planes, parked on the Boeing Field flight line next to a long line of 737s waiting for their regular pre-delivery flights.

"It's because of capacity issues with the Everett and Seattle flight lines," said Stan Johnson, the District 751 Grievance Coordinator who doubles as the Business Rep for the union's workers in Palmdale. "They're beyond capacity, space-wise."

Boeing's original plan was to run the 747-8 flight test program after the 787 was certified, but the well-publicized Dreamliner delays caused a change in plans. Now Boeing is running test flights for its two new aircraft out of Seattle,

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Some 260 members volunteered to work flight test planes for the 747-8F in the Mojave Desert. Boeing needed the skills and experience of these members, and by volunteering to travel with the planes, members kept the work from being outsourced. Above: The RC522 flight test team on the Seattle flightline.

751 member Kathleen Raske volunteered for the Flight Test work in California, and to serve as Union Steward.



David Powell (l) thanks Union Steward Alice Wade and Business Rep Mark Johnson for their assistance which helped overturn a suspension and ensure his pay and benefits were restored.

Union Ensures Member's Return

Thanks to Union efforts, 32-year member David Powell continues to have a secure job at Boeing. The Union provided assistance when he found himself suspended from work with his job in potential jeopardy.

Powell credits the efforts of Business Rep Mark Johnson and Steward Alice Wade with ensuring he not only returned to work but received full back pay and benefits for the three-week suspension.

"Without the Union, I would not be here today," Powell declared. "I'm grateful to Business Rep Mark Johnson for handling my case so professionally. I want all members to know the Union pays for itself and is well worth the dues. The Union is there to represent you and ensure you are treated fairly."

Powell added, "We are under heavy attack as workers, which makes the Union

even more valuable. I hope others will contact the Union if they find themselves in a similar situation."

Immediately after Powell was walked out of the shop, Union Steward Alice Wade began investigating the suspension and gathering documentation. She worked closely with Business Rep Mark Johnson. Together, they let Powell know what to expect, the process to follow, and served as his support.

"It is really a scary situation when you are suddenly walked out by a security guard carrying a gun," recalled Powell. "With support from the Union I knew I would be okay as long as I told the truth."

Union support didn't stop when his suspension was overturned. Powell returned to work and was shorted a weeks'

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Union Advantage is Evident

Union workers in Washington earn an average of \$3.05 an hour more than their non-union counterparts, a new report by the Center for Economic and Policy Research says.

In addition, the study found that there's a 20-percentage-point gap between Washington's union and non-union workers when it comes to having company-paid health insurance benefits, and a 30-point gap in the percentage of workers who have a company-sponsored retirement plan.

Those are among the findings of the center's new national report titled "The Unions of the States," which was compiled from federal survey data taken from 2003-09, and shows Union membership has its advantages.

"The union presence varies across states, but unions substantially raise

wages and benefits for workers in every state," said John Schmitt, the author of the report. He is a senior economist for the center, which is based in Washington, D.C.

In Washington, the difference was clear:

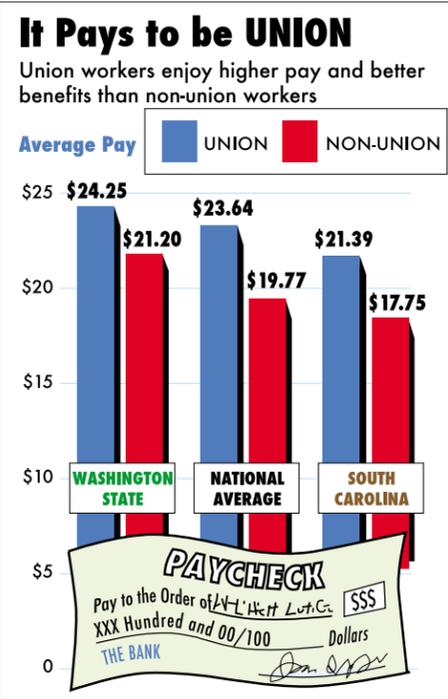
- Average pay for union workers statewide was \$24.25 an hour, compared to \$21.20 an hour for non-union — a difference of 14.4 percent each paycheck, or more than \$6,300 over the course of a year;

- 81.7 percent of union workers have company-provided health insurance, compared to 61.3 percent of non-union workers;

- 78.6 percent of union workers had company-sponsored retirement plans, compared to 48 percent of non-union workers.

Some 21 percent of all Washington workers are union members, according to the

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Union Smile

Workers at four Sunrise Dental offices are smiling with IAM Union representation

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Bridge Over Troubled Water

Union mounts effort to find solution for South Park Bridge

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REPORT FROM THE PRESIDENT

Good News, but Some Nonsense from Boeing Execs

by Tom Wroblewski,
District President



Our members at Boeing have heard a lot of good news in the past month – indications that at long last, people in positions of power are starting to listen to what this Union has been saying for years.

But we've also seen clear signs that Boeing's current executives and board of directors still have a lot to learn about leading and motivating an industrial workforce.

And, of course, we're still waiting to see what happens with the tanker, and whether EADS, the Russians or anyone else will actually bid against Boeing.

The good news came early in March when Boeing Commercial Airplanes CEO Jim Albaugh sat down for an extended interview with *The Seattle Times*. Mr. Albaugh had some pretty important things to say to the newspaper.

He said Boeing management had been wrong to outsource so much of the 787, and that it never again would let anyone else build its wings or avionics.

He said Washington state is Boeing's preferred location for building commercial jets, and that when it comes time to replace the 737 and 777, sometime in the next decade, he doesn't foresee another nationwide site-selection contest.

He said very good things about the work you do here, calling you "magicians," and he said he was committed to making sure there are jobs for you 10, even 20 years from now.

Mr. Albaugh followed that up with more positive comments to a Wall Street investors group a few days later. He said

Boeing is close to a decision on increasing 737 production rates in Renton, and added that even though the Company plans to slow down production of 777s in June, it could reverse that decision and pick up the pace in Everett.

And a few weeks later, the Company did in fact announce its plans to increase 777 production rates in 2011, while increasing 747-8 rates in 2012.

All in all, that's a lot of good news.

We've argued for 20 years that Boeing's relentless drive toward outsourcing was misguided and that eventually the company would lose control of how its own airplanes are built.

We were right, of course, and that's exactly what happened with the 787. Suppliers missed deadlines and – worse yet – sent Boeing work that was assembled wrong and not documented correctly. Our members have had to work countless hours of mandatory overtime to fix all these problems, and the whole thing has cost Boeing billions of dollars – not to mention a lot of credibility.

So, to hear Mr. Albaugh admit we were right, that Boeing outsourced too much – and that it would never give away another airplane's wing – that felt good.

It also felt good to hear that Puget Sound is Boeing's preferred location for any future airplane programs.

I don't know about you, but it seems that all we've heard for most of the past 10 years are Boeing's threats to leave the state of Washington – with most of those threats being squarely aimed at this Union – trying to put us in a corner so we cannot bargain fairly. I'm not sure what the Company hoped to accomplish with these constant threats, but they've succeeded

in alienating a lot of people who would otherwise be Boeing supporters.

The fact is threats to retaliate against us for exercising our right to strike are illegal under the National Labor Relations Act, and the Union has filed charges to stop these illegal acts. This is about protecting our rights to bargain for the future. We cannot stand by and allow Boeing's unlawful threats and retaliation to intimidate us as we pursue the best contracts for our members – the most highly skilled aerospace workers in the world.

When Mr. Albaugh told *The Seattle Times* that he's committed to keeping good-paying Boeing jobs in our communities for the next 20 years, that was big too. I only wish he would have made that commitment 12 months earlier.

I also wish that he would have stopped talking at that point, because while a lot of what Mr. Albaugh said last month made sense, he also talked some simple nonsense in his reference to "constant wage increases" for production workers.

Somebody on his staff should have briefed Mr. Albaugh before the interview, but since they didn't, I'll set the record straight for him: Machinists at Boeing agreed to a wage freeze that lasted from 2004 through 2008. We did this because the company was in a crisis after the September 11th terror attacks, so we did our part to help.

Yes, in 2008, we won wage increases, but even Boeing's own negotiators agreed that they were needed because entry-level pay had fallen so far behind that Boeing couldn't even compete for workers with coffee shops and tire stores.

So Mr. Albaugh's just wrong when he talks about how wages are spiraling up-

wards at Boeing – unless he's talking about executive pay. Because in March, Boeing announced it was giving nearly \$8 million to just three people – Albaugh himself, his boss, CEO Jim McNerney, and his predecessor, Scott Carson, who will get \$1.5 million over the next two years for working part-time. Albaugh and McNerney's bonuses are coming on top of their already industry-leading pay packages, and most analysts will tell you that the reason they got the bonuses was because you – Boeing's hourly production workers – performed feats of industrial magic and got the 787 and 747-8 airborne.

Instead of making veiled threats about your future job prospects, Mr. Albaugh should be thanking you for making his family and his future more prosperous and secure.

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New Options for Boeing Members with V.I.P.

Machinists Union members working at Boeing received an information packet in March concerning their 401K Voluntary Investment Plan (VIP). The packet announced several changes to the VIP. Here are the main points from the packet:

- **Option for Automatic Rebalancing** – You now have the option (free of charge) to have your account portfolio automatically rebalanced on a monthly or quarterly basis to maintain the investment allocation, goals and risk tolerances you have chosen. You can elect automatic account rebalancing by accessing the Manage Investments section under My Account on Boeing Savings Plan Online or by calling the Boeing Savings Service Center through Boeing TotalAccess.

- **New investment fund lineup** – Boeing made several changes to the investment funds available. Three new actively managed funds were added to



the lineup, and five current actively managed funds merged into two new actively managed funds.

If you are invested in any of the funds that are merging, look over the information and decide whether you want to make any changes. Your assets will transfer automatically to the new merged funds after 1 p.m. Pacific time on Thursday, April 1, 2010.

If you are comfortable with the transfers into a merged fund, no action is required on your part.

If you do not want your assets transferred into a merged fund, you need to transfer your money out of the funds being merged and into one or more of the other fund options before that time.

- **Free financial planning Seminars** – Two new free seminars to help plan for retirement are available live or on demand from the Boeing Education Network (BEN).

- * Plan Well (for those years away from retirement)

- * Retire Well (for those close to retirement).

You can find these seminars within TotalAccess.

Finally, ensure your VIP savings gets the maximum Company matching funds so you don't leave money on the table.

VIP is part of your nest egg for retirement so take full advantage of all the benefits available.

Union Files NLRB Charges to Stop Illegal Intimidation

District 751 filed an unfair labor practice complaint on March 26 charging that the Boeing Company unlawfully decided to move some manufacturing to its non-union plant in South Carolina in retaliation for union members' willingness to strike to preserve benefits, decent pay and job security. The complaint also alleges that Boeing unlawfully threatened workers for engaging in strike activity. It is illegal under the National Labor Relations Act for employers to retaliate against

workers or threaten them for engaging in strikes or other lawful activities.

"Boeing officials have repeatedly stated that the decision to move manufacturing to South Carolina was based on our Union members exercising their legal right to strike for better wages and working conditions," said IAM District 751 President Tom Wroblewski. "Retaliation and threatening statements like those are illegal because they send a message to workers that they should not stand up for their rights at the bargaining

table. We will not allow this unlawful intimidation to stand as we prepare for the 2012 contract negotiations."

We had a choice of moving forward or not with these charges. In the end whether we win or lose, our decision to move forward was based on being on the right side of this issue. It is never okay to threaten or coerce employees or to break the law. It is our duty to defend our members' rights.

**District Lodge 751,
International Assn. of
Machinists and
Aerospace Workers**

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POLITICAL ACTION

Lobbying Effort to Save Vital South Park Bridge

Machinists Union leaders are working with the Boeing Co. to lobby local governments to save a bridge that is vital to Seattle's South Park community.

On March 19, District 751 President Tom Wroblewski wrote to members of the Seattle and Tukwila city councils, the King County Council and Port of Seattle Commissioners, urging them to rethink plans to close, then demolish the South Park bridge this summer.

"The Machinists Union believes that local government must simultaneously secure funding for a replacement bridge ... (and) find a way to operate the old bridge on an interim basis until the new bridge is placed into service," Wroblewski wrote.

The South Park Bridge connects the South Park neighborhood of Seattle to the area around Boeing Field. It carries about 20,000 vehicles a day over the Duwamish River, and is the main artery feeding into the South Park business district, as well as an important route connecting Boeing's facilities along Boeing Field with supply centers on the west side of the river.

As such, the bridge "is vital to Boeing's Seattle transportation corridor

and the thousands of family-wage jobs at their Boeing Field facilities," Wroblewski wrote.

The 75-year-old bridge runs through a crazy-quilt of political jurisdictions – it serves a Seattle neighborhood, is owned and operated by King County and has one end in Tukwila with the other under county jurisdiction. It was damaged in the 2001 Nisqually Earthquake, and plans have been drawn up to replace it. But funds for the project never emerged.

Now, with King County facing a budget shortfall, the plan is to simply close the bridge at the end of the current county budget year, June 30, and then to tear it down beginning in August.

If that were to happen, it would be devastating to the South Park neighborhood, which is home to a multi-cultural



The Union is fighting plans to demolish the South Park Bridge before funds are available to replace it.



At a public meeting, 751 Political Director Larry Brown speaks in support of a better solution for the South Park Bridge.

business community as well as District 751's headquarters and its Seattle Union hall.

Without that crucial link, "businesses will close, homes will be foreclosed, and service providers will be hobbled," Wroblewski said in his letter to the city and county councils. "By the time the new bridge is put into service, the damage to South Park may well be irreparable."

In addition, traffic that now flows over the South Park Bridge would have to be

rerouted, adding to the congestion on the First Avenue South Bridge, and on the already-clogged streets in the Georgetown neighborhood, he wrote. That will make it even harder to get people and goods in and out of the Port of Seattle.

Community activists are lobbying elected officials to come up with a better solution, and now the Union is joining with them. Machinists are also working closely with Boeing in an effort to find funding for a new bridge and to keep the old one operating until it can be replaced, Wroblewski said in his letter.

With business, labor and the community all working together, he said, all that's needed is government cooperation to "work together to try and save South Park from the devastating loss of its life line and its bridge."



IAM Gen. Vice President Rich Michalski speaks to more than 100 senior reps of vendors who would provide goods and services if Boeing wins the tanker contract.

Twists Continue in Tanker Saga

Tanker watchers experienced their own kind of March Madness last month, as the nine-year-long effort to buy new refueling jets for the U.S. Air Force underwent some unexpected and strange twists and turns.

March 3 – Boeing announces that it intends to submit a bid for tankers based on 767 airframes. The news came one day after Boeing Commercial Airplanes CEO Jim Albaugh told *The Seattle Times* that Boeing plants in Everett and Wichita would be getting more tanker work than originally planned.

March 7 — A new lobbying group springs up in Washington D.C. to try to sway the tanker bidding. The "Build Them Both" coalition was a slick, well-funded organization trying to convince the public and Congress that the Air Force needs both Boeing's tanker and the competing plane from Northrop Grumman and EADS.

The coalition – which refuses to say who is bankrolling it – sends a letter asking District 751 Tom Wroblewski to join in support of its attempts to force a split buy on the Air Force. Wroblewski refuses, saying the union is "fully committed in support of Boeing's bid to provide all 179 tankers."

March 8 – After weeks of threatening, Northrop Grumman drops out of the running for the tanker replacement contract, saying it had decided not to enter a bid with its partner, EADS. The new chairman of the House Defense Appropriations Committee, U.S. Rep. Norm Dicks, vows to move ahead with talks with Boeing to get the tanker contract done by the mid-September due date. U.S. Sen. John McCain – who has been a staunch foe of Boeing's tanker bid, said Congress would not impede the process if Boeing is the sole bidder.

March 9 – EADS CEO Louis Gallois says his com-

pany won't enter a solo bid, amid mounting criticism from European politicians who say the Northrop decision not to bid is evidence of U.S. "protectionism."

March 17 – Gallois says again that EADS won't bid, saying there simply isn't time to prepare a bid by the May 10 deadline.

March 18 — Gallois says the Europeans would enter a bid – but only if the Pentagon grants them an extra 90 days to prepare and makes significant changes to the bidding rules to tilt them in favor of the Airbus-based KC-45 tanker.

March 19 — A California lawyer claiming to speak for Russia's state-owned United Aerospace Corp. said it plans to propose a tanker based on the Ilyuhin IL-86 passenger jet, a failed design that is no longer produced.

March 21 — Russian officials deny the report, calling it "utter nonsense" and saying they've never heard of the lawyer who claims to represent them. He insists that "I'm not making this sh*t up," but is dismissed as a hoaxster.

March 23 — The World Trade Organization releases its finding that EADS received illegal subsidies to help pay for development of its A300, A310, A320, A330, A340 and A380 jets. EADS critics in Congress call for the company's tanker bid to be penalized as a result.

March 24 – U.S. Defense Secretary Robert Gates says the WTO ruling won't be a factor in the tanker bidding, and that the Pentagon is still considering EADS's request for the 90-day delay.

Stay tuned for updates on this ever-changing drama. One thing remains constant: The Machinists Union's support and lobbying efforts to ensure Boeing secures the Air Force refueling tanker contract.



Photo courtesy of Boeing media
Boeing is the only company with a long history building refueling tankers for the U.S. Military. Above: Boeing's Next-Gen tanker.

Olympia Session Goes Extra Innings

The 2010 Legislative Session has been like a baseball game that goes into extra innings. As this article went to print, the Special Session continues. It keeps going and going and going...

Like last year, there have been too many budget cuts. Unlike last year, labor has not experienced any major defeats and has even had some small victories. We have successfully held off business attacks on the Workers Compensation and Employment Security systems. Workforce training and apprenticeships have maintained funding.

The Legislature must close the budget gap before it can leave Olympia. Last year it cut over \$6 billion in a so-called all cuts budget. This year they have already made substantial cuts but have decided they cannot move forward with another "all-cuts" budget. So it must add revenue – raise taxes. The current impasse in this session is over the differences between House's and the Senate's revenue package. The House wants to close tax loopholes for various business sectors, and the Senate wants to raise the general sales tax. Only time will tell how they will resolve the differences, but one thing is certain – it won't be painless.

751 members get instructions to serve as marshalls at a worker rally in Olympia.



District President Tom Wroblewski (l) talks with Rep. Hans Dunshee about jobs.



Workers rally on the capitol steps to preserve workers' safety net.

Naehter: Still Working Hard at 90

Mary Jane Naehter hired into Boeing three days before her 42nd birthday in 1962. In February 2010, co-workers and managers in the Spares Distribution Center joined her in celebrating her 90th birthday.

She says she thoroughly enjoys her job as a Shipping/Distribution Facilitator and plans to continue working as long as she is able. Over the years, she experienced many memorable moments, but her 45th anniversary with Boeing, which included her son visiting from San Diego, was the top highlight.

Ironically, she never planned for a career at Boeing. Mary Jane's husband passed away in 1961 when her son was a senior in high school. She was working part time at a school lunch program, but it didn't come close to paying the bills. Someone suggested she apply at Boeing and the rest is history.

She is proud to have beaten her family genetic history by not only celebrating her 90th birthday, but still working and being productive at Boeing. Her immediate family all passed away at a young age – her mom at 52, her dad at 59 and her sister at 49.

Amazingly, throughout her Boeing career she has never been laid off. She came close in the late 1960's, but took a position in Everett to stay on the payroll.



Mary Jane Naehter celebrated her 90th birthday with co-workers at the Spares Distribution Center.

By federal law, she had to begin drawing her pension 20 years ago when she turned 70. She looks at the current pension benefit of \$81 per year of service longingly since her pension is frozen at the benefit level in place in February 1992 – \$30 per year of service.

Mary Jane still has an incredible work ethic and continues to give 100 percent every day at work.

When she broke her leg last winter, she was determined to return to work as soon as possible. Her doctor wanted her to stay off work until the end of January. However, since she was traveling to see her son in San Diego over the Christmas holidays, she didn't feel it was right to collect workers' compensation for that time so she returned part of the workers' comp payment.

She headed back to work after the holidays wearing a knee brace to continue the healing process. Realizing it would take much longer in the morning to get to work if she had to take her knee brace on and off to drive, she hired the granddaughter of a neighbor to drive her to work at 5:15 a.m. and pick her up each afternoon. That ensured she would not be late.

Her conscientious attitude, determination and drive are what co-workers admire most about her.



Manny Dhakal is excited to work flight test on the 747-8F. Growing up he dreamed of working on jet planes like the 747 or 777.

Members Give Extra Effort on 747-8 Flight Test

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Moses Lake and Victorville, Calif.

About 70 Machinists followed the Dash 8 program to Moses Lake in March, while 80 more were set to deploy south to Palmdale at the end of the month. In May, all three 747-8F flight test planes and the crews supporting them – some 260 people in all – are scheduled to meet at Palmdale, which is next door to the famous Edwards Air Force Base in the Mojave Desert.

Boeing executives approached the Union last fall to lay the groundwork for the deployment. The Company needed experienced flight line workers to do the flight tests; can we, they asked, get enough volunteers to do the work?

For the Union, finding those volunteers was a priority. Without them, "the Company may well have been in a position to contract out the labor," Johnson said. "This way, our members are doing the work."

The Union also worked with Boeing to enhance the compensation package for the workers while they're away from home. The Union will appoint Stewards to provide day-to-day support for the workers while they're away from home, and Johnson said he plans regular visits to ensure they're being treated fairly under the contract and that any concerns are addressed.

"They're our members, and they'll get the same treatment and respect they get here at home," said Johnson. "They have all the contract rights they have here in Puget Sound. They'll have all the rights to come back here to their jobs when the remote flight testing is done. Their contract protects them."

"I personally applaud them for stepping up and volunteering to do this work," he added. "It's not a vacation paradise in July and August out there in the middle of the Mojave Desert."

The volunteers have got a lot of work ahead of them. Each morning that a Dash 8 flies, District 751 flight test mechanics take the plane through a pre-flight check list that's close to 2 inches thick, Raske said. After the plane flies, they inspect the planes and make any needed repairs.

"We do a lot of science projects for the engineers," Raske said. "If they get squawks during a flight, we test things. We'll change the configuration, they'll take it up and fly it."

The hours are long and the days off are few, and the working conditions in Palmdale will be "dry, windy, hot," Raske said.

But Raske said she enjoys working flight test, and given the option between following the Dash 8 to the desert or transferring into a factory job, she didn't hesitate.

"It's different every day," she said. "All the time, it's changing – that's what's fun about it."

And for fellow QA mechanic Manny Dhakal, it's a dream come true.

"This is awesome for me," he said. Growing up in Nepal, he said he "always dreamed to work on a big bird, like the 'Four-Seven or Triple Seven.'"

"Here I am," Dhakal concluded, "and I'm enjoying the ride."

Union Ensures Return

Continued from page 1

pay. Again, he turned to his Union and called Business Rep Johnson who ensured the correct pay was on his next check.

Thanks to this support, David Powell will celebrate his 32nd anniversary with Boeing in July and continue to have a bright future at the Auburn plant.

Members need to be aware of their rights. An employee has the right to have a Union representative present at any investigatory interview conducted by an employer where the employee believes the interview might result in disciplinary action. If you find yourself called into a meeting, be sure to know your rights and request a Union Steward be present at the meeting!

Union Advantage Evident in Pay and Benefits

Continued from page 1

report. That's the fifth-highest percentage nationwide. (New York was first at 26.4 percent.)

But — likely as a result of the union influence — Washington workers have better pay and benefits than the national average, whether they belong to unions or not. On a national basis, the Center found that:

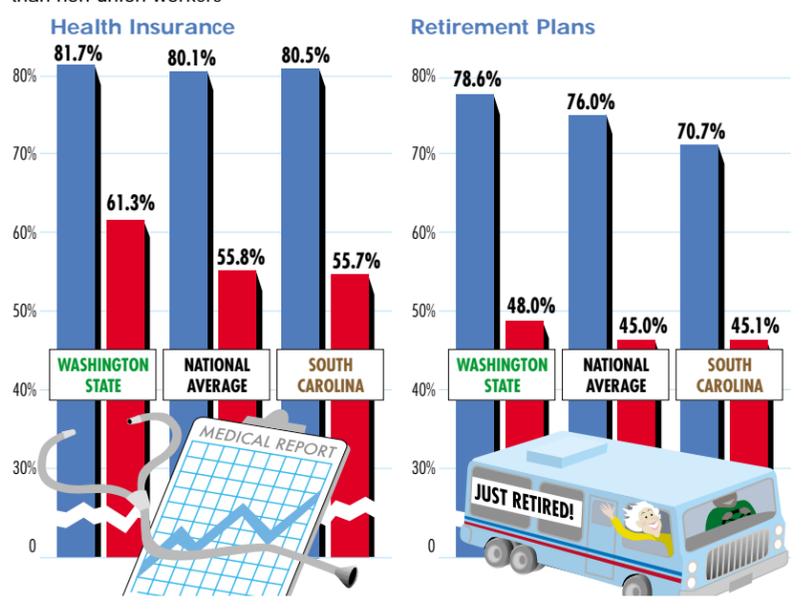
- Average pay for all American union workers is \$23.64 an hour, while non-union workers nationwide average \$19.77 an hour;
- 80.1 percent of union workers nationwide have company health insurance, while only 55.8 percent of non-union workers do;
- 76 percent of union workers nationally have company-sponsored retirement plans, compared to only 45 percent of non-union workers.

To prove the point, here are the comparison figures for South Carolina, where only 4.9 percent of the workforce belongs to unions — the second-lowest percentage in the nation (behind North Carolina at 4.1 percent):

- Average pay is \$21.39 an hour for union workers and \$17.75 an hour for non-union;
- 80.5 percent of South Carolina's union workers have employer-provided health insurance, compared to 55.7

It Pays to be UNION

Union workers enjoy higher pay and better benefits than non-union workers



percent of non-union workers;

- 70.7 percent of the state's union workers have employer-sponsored retirement plans, compared to 45.1 percent of non-union workers.

The study also looked at education levels, and found that union workers in Washington are less likely to be high school dropouts and more likely to either be college graduates or to have at least some college training, compared to national averages.

75th Anniversary T-Shirts

Order your 75th anniversary t-shirts (available by pre-order only) through your Union Steward or at any Union Hall. Let's celebrate this milestone - \$15 each.

Men's and women's sizes available small through 5X. Men's shirt (right) has pocket and is true to size.



Women's shirt (left) is scoop neck and does not have a pocket. Women's sizing is off - please order one size larger.

Apprenticeship Applications Accepted in April

Applications will be accepted for the IAM/Boeing Joint Apprenticeship Program April 1 through April 30. Applications will be accepted for the following trades:

- Cellular Manufacturing Machinist
- Composite Manufacturing Technician
- Machine Tool Maintenance Mechanic
- Industrial Electronic Maintenance Technician
- Model Maker
- NC Spar Mill Operator
- Tool & Cutter Grinder

To obtain an application, call the apprenticeship office at 253-657-2518 in April or print an application form from the web at <http://www.iam-boeing.com/apprenticeship.cfm>.

Sunrise Dental Employees Smile Brighter with First IAM Contract

Hourly workers at four Sunrise Dental offices in western Washington are smiling a little wider these days, after ratifying a new IAM contract with their employer in March.

The contract covers dental assistants and receptionists at Sunrise's offices in Bellingham, Poulsbo, Puyallup and Snohomish.

Thanks to their Union contract, the new IAM members have fully paid health care – provided by the Machinists Health and Welfare Trust and paid for by their employer. They also have a 401(k) plan with employer match that they didn't have before, and a consistent plan granting vacations, holidays and leave from work.

"This contract also provides employees with pay raises averaging 3 percent, which gives them a top-of-the-industry pay scale," said District 751 Organizer Jesse Cote, who helped negotiate the deal. "The Sunrise Dental contract is one of those unfortunately rare occasions when the employer actually sought out Union representation for its workers," he said.

In this case, one of the partners in Sunrise Dental is the son of a long-time Boeing employee, who felt strongly that his workers needed to be represented by a union – and by the Machinists in particular.

As a direct result, the two sides were able to work together on a contract that benefits the workers, while also providing tools Sunrise Dental needs to recruit and retain top-quality people. This is the beginning of a



Jenny Palmer in the Bellingham office votes to accept the contract.

positive long-term relationship and this corporation is speaking out to other businesses spreading the good word about the IAM. Through this cooperation we will be working hard to increase the number of new patients for Sunrise Dental.

"We often say it pays to be Union, and that's always true for the workers," said Cote.

"But just as often, it's true for the employer as well," he continued, "especially smaller employers, who can have a hard time competing for workers because they can't always offer the benefits that big companies can. For them, working together with a Union can be to their competitive

advantage. You've got to give the dentists at Sunrise Dental credit for recognizing that."

DBR/President Tom Wroblewski said, "This is a classic example of the ability to leverage the IAM membership's purchasing power into an organizing success. We hope to see the other locations come on board as soon as possible. This is a tribute to employers and unions working together for the best possible outcome"



Dana Hussey (l) and Lucrecia Ramella were all smiles as they ratified the IAM contract.

Sunrise Dental is a growing network of 26 dentists' offices in western Washington, eastern Washington and the Portland-Vancouver area. Employees at many locations are covered by collective bargaining agreements. The list of sites includes Bellevue, Bothell, Everett, Federal Way, Issaquah, Kent, Lynnwood, Marysville, Monroe, Olympia, Renton, SeaTac, Shoreline and Tacoma, plus the four IAM-represented offices. In eastern Washington, Sunrise has offices in Spokane, Sunnyside and Wenatchee. For more information or to find locations visit www.sunrisedental.com.



Dave and Roberta Cornelson ensured Union Home Services has an IAM Contract. This real-estate organization provides benefits to Union members and their families.

IAM Contract for Union Home Services

It isn't often that the owners of a company seek Union representation on behalf of employees they haven't yet hired, but that's what Dave and Roberta Cornelson at Union Home Services have done.

Their Bellevue-based company recently concluded negotiations with District 751 so that as it grows and adds employees in the future, they'll have all the advantages of a Union contract.

Both Cornelsons are long-time trade unionists and their company provides real estate services to Union members. That made getting Union representation for their future workforce an imperative, Dave Cornelson said.

"We wanted the company to be Union," he said. "What's the point of providing a Union benefit if the people who will work for us won't have that same benefit?"

Right now, there are no employees, but the Cornelsons say that as the company grows, they anticipate having up to 10 people working for them.

Dave Cornelson is a long-time member of the Amalgamated Transit Union; Roberta Cornelson is a long-time member of the International Brotherhood of Electrical Workers and a former employee of the Washington State Labor Council.

The idea for their business came four years ago, after Roberta had switched careers and gone into real estate.

Part of her job entailed relocations for corporate executives, who "continued to get benefits that Union members don't," Dave Cornelson said. That led them to set up the company, which now provides relocation services to union members on the same terms.

What that means is that when a Union Home Services client moves and has to buy a home, the company will help them find a real estate agent; someone connected to Prudential Real Estate's national network of agents.



To learn more call 1-877-779-0197 or visit www.unionhomeservices.com

In return for getting connected to a new homebuyer, the agent agrees to rebate 35 percent of their typical commission on the deal. (Agents typically get 3 percent of the sale price.) This is the same rebate that agents grant when they get referrals for corporate relocations.

Union Home Services keeps 15 percent of the commission as its fee, and passes on 20 percent to its client. The savings is not insignificant. The Washington Center for Real Estate Research reports that the typical Washington state home sold for \$244,000 at the end of 2009. In that case, the rebate would be \$1,464. The typical King County home was selling for \$375,000, which would make the rebate \$2,250.

The company also provides a range of other real estate-related services, including moving services, refinancing and help with discounted title and escrow fees. To learn more call 1-877-779-0197 or visit www.unionhomeservices.com.

"We're trying to look at a relocation program for everything you might need," Dave Cornelson said. "What can we put together in a program that actually helps?"

The Cornelson's business plan and the fact they sought out a Union contract for their employees shows their commitment to labor solidarity, said Jon Holden, the District 751 Business Rep who negotiated the Union Home Services contract and will represent the company's future employees.

"It's not often that you get to negotiate with employers like that," Holden said. "We're off to a good start."



Sunrise Dental employees in the Poulsbo office are excited to be covered by an IAM contract.

'We'll Be Back' Machinists Tell URS

Machinists Union organizers called off a scheduled March vote on a proposal to form a Union for employees at a service contractor at Joint Base Lewis-McChord.

However, huge momentum among the employees wanting representation by the Machinists Union continues to grow. "We will again visit this effort because we have been asked to by URS employees," said organizer Jesse Cote.

"We'll definitely be back," Cote told Union supporters at URS Corp, "but we must have a large majority supporting the effort going into a new election. Remember, management doesn't get a vote — they can only spin the rumor mill on the shop floor trying to insert the fear factor."

District President Tom Wroblewski said, "I would like to take this opportunity to thank our many members who volunteer time and time again to go out and help educate workers on how the Machinists Union can benefit other workers in the Service Contract arena. This is an extremely long and hard fought process that

these workers must go through to gain Union representation. We can invest time and resources towards helping these folks, but ultimately it is up to them to research the Union advantage and make an educated decision."

The workers maintain U.S. Army helicopters at the base for URS, which was formerly known as Lear Siegler Inc. District 751 has been working with employees there who've wanted to form a Union since 2009. The employees cite lower pay than workers who do comparable jobs around Joint Base Lewis-McChord. They also take issue with inconsistent methods regarding hours of work.

"Increasing numbers of URS workers came out in support of joining the IAM in the days leading up to the scheduled March 12 vote, but there wasn't a clear-cut margin to ensure victory," Cote acknowledged.

Rather than risk defeat in the election – and have to wait 12 months under federal labor rules before trying another organizing campaign – Machinists Union leaders cancelled the election. That way, the employees and the Union can start a new campaign in six months.

"We already have a strong track record of negotiating market wages and benefits for civilian employees on the bases of McChord-Lewis, Bangor, Keyport, NAS Whidbey and Fairchild Air Force Base, working under the Service Contract Act," Cote said. "These contracts recognize the skills and abilities these workers hold, which is often recognized by market wages, but not by the wage determination. Given the chance, we're confident we could do the same for the workers at URS."



751 Organizer Jesse Cote thanked members who volunteered their time to help educate workers at Joint Base Lewis-McChord on the benefits of Union membership.

COMMUNITY SERVICE

751 Volunteer Efforts Help Build a Better Community

Throughout our 75-year history, District 751 has been committed to improving the quality of life for our members and our communities. Nearly every weekend members through the Machinists Volunteer Program are out making a difference on various community service projects and events.

Thanks to all who have volunteered recently - building wheelchair ramps, helping with a yard clean-up, working adopt-a-road projects, and preparing and serving meals at area missions. People helping people achieve a better life at home, at work and in the community is what the Union is all about.

If you would like to help with upcoming projects, check the calendar on our website at www.iam751.org for more information or email kaym@iam751.org for a schedule of events.



After preparing and serving meals at the Tacoma Rescue Mission L to R: Dennis Lewark, John Lopez, George Braun, Rob Curran and Clark Fromong pose for a photo.



751 volunteers after completing a recent wheelchair project.



751 volunteers and family members who recently helped prepare and serve meals at the Tacoma Rescue Mission.



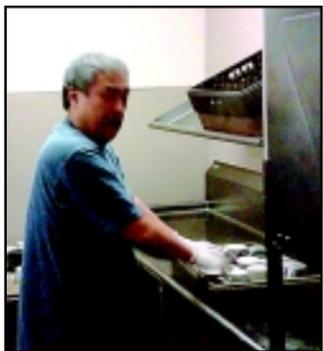
751 members work the kitchen at the Everett Gospel Mission.



751 members volunteering at the Everett Gospel Mission.



Above and below: 751 volunteers perform road cleanup at the East Kent Road stretch on the East Kent Road they maintain in Everett.



Chris Louie helps in the kitchen of the Everett mission.



Photo above and left: 751 members prepare and serve meals at the Everett Gospel Mission several weekends each month.

Machinist Volunteer Program (MVP) Potluck & Awards Ceremony
Saturday, April 17 - 5 to 7 p.m.
Seattle Union Hall A (9125 15th Pl. S)
 Bring family and friends for this fun-filled evening that recognizes the members who volunteer their time. Bring a hot dish, salad or dessert – the Union will provide the meat and beverages. For info, call 1-800-763-1301, ext. 3335.



Helping Hand to Fellow Member

Volunteers from the Machinists Union got a head start on spring cleaning recently when they tackled a yard clean-up project for a member in West Seattle struggling with a health issue.

A half-dozen volunteers from the Union's MVP group spent Saturday, March 13, pulling weeds, mowing and edging the lawn, and building a 50-foot fence for the family of Todd Small.

The MVP group (the initials stand for Machinists Volunteer Program) does community service projects on behalf of District 751 and enjoyed the chance to help a fellow member.

Small is a member of the Union who suffers from multiple sclerosis. The disease hasn't prevented him from working, but it does make it hard to do yard work, he said.

Given that, the volunteers' efforts were very much appreciated, Small said.

"The place looks awesome," he said. And with the fence, "my wife's little dog won't get out and run off like it used to."

"I'm so grateful for the help, and I am also inspired," Small said. "I may not be able to help others with the physical stuff like I used to, but I'm thinking of other ways and I have some ideas."

The Union's volunteers got help from Joe Lind at Ragen & Associates, a Seattle construction and landscaping firm. Lind donated the use of one of the company's dump trucks to haul the yard debris to a landfill and paid the tipping fee.

"That saved us from taking a couple pickup truck loads," said Robley Evans, who is chairman of the Union's MVP effort. "It was a pretty big deal."



John Lopez was one of the volunteers helping to build the fence.



751-member Todd Small appreciated the help from MVP members: Vennie Murphy, Clark Fromong, Rob Curran, John Lopez, Robley Evans, and George Braun.



Clark Fromong worked on the side yard.



Secretary-Treasurer Susan Palmer and F President Dennis Lewark present the World Vision recognition award to 751 at the Council meeting.

Tsunami Efforts Recognized

District 751 was recognized by World Vision with a plaque award for our role in the "Luau for Samoa" fundraiser in December.

District Secretary-Treasurer Susan Palmer attended the award ceremony and accepted the plaque on behalf of all who participated in the December event that raised more than \$10,000.

The award read, "The people of American Samoa express their gratitude for your generosity in the wake of the September 2009 tsunami disaster. Because of you, World Vision can meet the needs of many more affected children and families."

Thank you for partnering with World Vision to bring relief to American Samoa."

Thanks to all who played a role in the fundraiser.

Food Drive to Benefit Labor Agency

District 751 is conducting a food drive during the month of April to benefit the Puget Sound Labor Agency's Food Bank.

The Feinstein Foundation will donate \$1 for every pound of non-perishable food donated during the month of April. Donations can be dropped at any of the Union's Local Lodges. Bring your donation to your Local Lodge meetings.

District 751 History: Beginnings & Anniversaries

On September 23, 1935, District 751 was chartered as Local Lodge 751. Working to meet the needs of the employees of America's fastest growing aerospace company, the Local quickly got to work and in June of 1936, the Union signed its first agreement with the Boeing Company.

Since that day in 1935, District Lodge 751 has worked hard to serve in the best interest of its mem-



bers, the aerospace industry, and the community as a whole. It is because of this that, on our 75th Anniversary, we would like to share some important milestones in our history.

- 1935 – Local Lodge 751 chartered
- 1936 – First contract with Boeing
- 1941 – District Lodge 751 chartered
- 1945 – IAM 751 leaders Tom Bevan and Dick Powell play significant part in the founding of Group Health Cooperative
- 1950 – IAM 751 gains paid holidays at Boeing
- 1955 – IAM 751 gains pension plan at Boeing
- 1963 – IAM 751 gains COLA at Boeing

- 1968 – IAM 751 gains Dental plan at Boeing
- 1977 – IAM 751 gains vision coverage at Boeing
- 1977 – IAM 751 gains Retiree Medical at Boeing
- 1989 – IAM/Boeing Joint Programs (QTTP & HSI) established
- 1989 – Overtime improvements
- 1998 – Machinists Volunteer Program is established to step-up community service
- 2004 – IAM 751 begins organizing aerospace subcontractors in Washington to preserve family wage jobs
- 2007 – IAM 751 plays important part in founding the Aerospace Joint Apprenticeship Program

District 751 History Spotlight: Katie Burks

by Rosanne Tomyn

Also in celebration of this important anniversary, we would like to introduce a new portion of the paper that will highlight a different retiree every month. Though we all know the dates when significant events in our collective histories took place, there is no better way to understand where we came from than to hear it from the many hard workers who got us where we are today.

This month's interview introduces Katie Burks, a Machinists' retiree who first hired into the Boeing Company in 1943. Born in 1925 in Birmingham, Alabama, Katie responded to the call by boarding a train for Seattle when she was 18 years old with five other young women (one was her sister). Her story, like that of so many of the amazing people who took to the factories in WWII, is a fascinating one. And her history paints a picture of life as a working African-American woman during the war and post-war years.

Q. What year did you start working for Boeing and what was your job?

Katie: 1943. I was a mechanic.

Q. Where did you stay when you got here?

K: They had a place for us at the dormitory in Georgetown. You were taking training as you were in the dormitory. And then, when you got your Boeing job you had to find your own place to live. You met a lot of girls from other places.

Q. How old was the youngest girl?

K: I think she finished school early. At Boeing when I first started, the ones that lived here, if they were 14, they could work a half day and then go home but they could only work half day.

Q. And all those women were responding to the call to come work in Seattle?

K: Yes.

Q. Were there curfews?

K: Oh yes. On the weekends midnight; during the week, 10 o'clock. There was an army guard on the door if you were late. We went to dances, roller skating, ice skating, but we always had a chaperone to go with us.

Q. Did Boeing help you find a place to move after you were done in the dorms?

K: Yes. They would give you addresses and you'd go to these addresses and pick the one you wanted.

Q. How was security at Boeing different back then?

K: It was kind of fantastic because of the type of clothing you had to wear and the type of badges you had

to get in the plant with. And you weren't allowed out of your territory. If you wore a green badge, you stayed within that territory or whatever badge you had you stayed in that territory. It was very much protected.

From up in the air, with the things on top of the building, [the Renton plant] looked just like a city with gardens and stuff like that. If they were gonna drop bombs, they wouldn't think they were droppin' on Boeing, they would think it was a little city up there.

Q. What do you remember most about your coworkers during the war years?

K: We had to have stamps for sugar, stamps for butter and stamps for shoes. There was one lady from Germany. Her fiance was killed and she came over here. She'd always give me her stamps because she said she didn't need them. We weren't cooking then but she would give them to me. I just loved to talk to her about Germany.

And there was one guy, he would buy candy, they called him Black Market Benny because Benny would buy the candy and come in and sell it to everybody. They were all nice.

Q. What was the hardest part about working at Boeing during those years?

K: The supervisors were kind of nasty. One of them was prejudiced; I know he was. But if you did your work, you had no problem with any of them. They might ignore ya but you had no problem with them.

Q. What was your work-week like?

K: I worked a lot of overtime during the war and after the war.

Q. What planes did you work on?

K: The B-17 and the B-29. Those were the two we were doing during the war. But the others came after the war.

Q. How long did you work for Boeing?

K: Forty-three years because I had a little span when I had my kids. When the war was over, they let everybody go. After I started back again in 1950, you had to go and rehire again.

Q. When you came back in 1950, did you find there was a different atmosphere in the shop?

K: Wherever I worked, it was mostly men. And when I went back later, almost everywhere I went I was the lead. They were all coming in as beginners so they had to be nice if they wanted me to teach them what they needed to know.

Q. When you first got hired, were you a member of the Machinists Union?

K: When we first went, we had to work by permit that cost \$3 every month. And the other people they took theirs out of their checks, I think they were only paying a dollar and a half. And then someone said if we can't belong to

the Union, we weren't gonna pay anymore Union dues. So they stopped us from paying Union dues; we weren't paying anything.

Q. When did you become a Machinists member?

K: In 1950, they asked us to join the Union and I did.

Q. What do you remember most about becoming a Union member when you did? Did anything change?

K: I felt that I had security if anything would happen – that I had to have one. Because there was a lady in the restroom and she was crying. I said "why don't you go to the Union?" She said "we don't have one" and I said "gee, I'm sure glad

we got one."

Q. Do you remember the strike of 1948?

K: Even those that weren't a Union member, they still struck. You had to. One time they sent me out with a sign, I got a cold. The worst cold I ever had. So I said it's too cold out there. That was at Plant 2. So I worked at the Union Hall. I stayed inside and answered the phone and checked in the people that came in that were going to go out.

Q. Was your family still living in Birmingham during the Civil Rights Movement?

K: They were there when they wouldn't let the little girl in school. My cousin was teaching at the high school where we went and she said she was glad that it happened that way or else the world would not have known what was really going on. It was completely different here.

Q. Did you meet your husband while you were working at Boeing?

K: No, we were in high school together. He went to the Army and I came here. We didn't marry until after he got out of the Army. We kept writing. His home was in Birmingham, too. I was 22 when we got married. He worked at Bethlehem Steel.

Q. What should the workers of today remember about the generation of workers that really won the war?

K: They were conscientious about what they were doing. And that they were excited.

Q. A couple of years ago, the Boeing Company and the Machinists Union celebrated the history of Boeing's African American "Rosie Riveters" by dedicating the Rosie Cafe in Renton. Did you go to that event?

K: Yes. It was nice. I have pictures all around. We went to the Union Hall first and then Boeing and we had a nice lunch there. We all had chaperones to take us around too.

Q. They also back-dated union seniority dates for all the amazing African American women who played such an important part in the war and post-war years. How did that make you feel about your legacy with the Union?

K: Yes. They didn't give you the seniority for when you were off but they added those times that you worked at Boeing through the war.

Q. Do your grandchildren realize what an important part you played in the war?

K: Well I have all the pictures out in the trunk and I told them to take the pictures out and look at them. But they like looking at the pictures. But you know how kids are. They're not able to, they just live for today.

Q. What do you think about Boeing's decision to build the second line in South Carolina?

K: Oh that hurts. When they moved the office to

Continued on page 9



chair ramp



volunteers our Adopt-a-Hill-of-Everett.



Susan and Local at Garth sent Vision award a recent meeting.

ized

with an appreciation fundraiser last month of the awards helped put \$8,000. extend deep September 29, on is able to families. ng recovery

Agency

month of od Bank. ch can or ed during n halls or s.

Attention Retirees - Share Your History!

The Communications Department is looking for retirees who would be interested in sharing their personal stories of Union membership and working at Boeing or other employers. If you're a Retired Machinist and would be willing to be interviewed, potentially on camera, please contact us.

Interviews will be highlighted in the Aero Mechanic, as well as online. It is important to preserve this history from the folks who lived it. Some of the interviews will be used as part of the 75th anniversary celebration. We look forward to hearing your story!

- Call at (206) 764-0340 or 1-800-763-1301, ext. 3340, OR
- Send an email with contact information to: rosannet@iam751.org OR

- Mail the form below to: Aero Mechanic, 9125 15th PLS, Seattle, WA 98108

Name: _____

Clock # or BEMSID: _____ Year Retired: _____

Address: _____

City, State, Zip: _____

Phone Number: _____

75th Anniversary Celebration: For Kids!

In celebration of District 751's 75th Anniversary, we would like to invite children, grandchildren, nieces, nephews, and any other children in members' families to participate in some exciting contests. Check out the details below!

Writing Contest (Grades 6-12)

1) Answer one of the following questions, based on your current grade, in a maximum of two pages, double-spaced. Include your name, current grade, school name, family member's BEMS or CLOCK (last 4 of SSN), family member's place of work, and contact number on a cover page.

6-8 Grade: What does union membership mean to your family?

9-10 Grade: Why is solidarity important?

11-12 Grade: How will union membership benefit your generation as you prepare to enter the workforce?

2) Mail your entry in to: IAM&AW District 751, Attn: Writing Contest, 9125 - 15th Pl. S., Seattle, WA 98108

3) ALL entries must be post-marked by July 10, 2010. Entries will be reviewed and awards will be granted to the top two essay writers in each grade group.

Writing Contest Prizes:

6-8 Grade: 1st Place - Class Pizza Party
2nd Place - \$50 Visa Gift Card

9-10 Grade: 1st Place - iPod Nano
2nd Place - \$50 Visa Gift Card

11-12 Grade: 1st Place - \$400 Academic Award
2nd Place: - \$50 Visa Gift Card

Find more information at www.iam751.org

Any questions can be directed to the Communications Department at 206-764-0340 or 1-800-763-1301, ext. 3340 OR send an e-mail to: rosannet@iam751.org.

Coloring Contest (Grades PreK-5)

1) Color the picture that corresponds with your current grade. Below, the first entry, is for Pre-K through Kindergarten students. Further entries will run as follows:

1-3 Grade: May issue of the AeroMechanic

4-5 Grade: June issue of the AeroMechanic

2) Mail your entry in to: IAM&AW District 751, Attn: Coloring Contest, 9125-15th Pl. S., Seattle, WA 98108

3) ALL entries must be post-marked by July 10, 2010. Entries will be displayed at August Local Lodge BBQs for members to vote on. Two winners will be chosen from each grade group.

Coloring Contest Prizes:

PreK-K: 1st Place - \$50 Toys 'R Us Gift Card
2nd Place - \$25 Toys 'R Us Gift Card

1-3 Grade: 1st Place - Class Pizza Party
2nd Place - \$25 Toys 'R Us Gift Card

4-5 Grade: 1st Place - Class Pizza Party
2nd Place - \$25 Toys 'R Us Gift Card



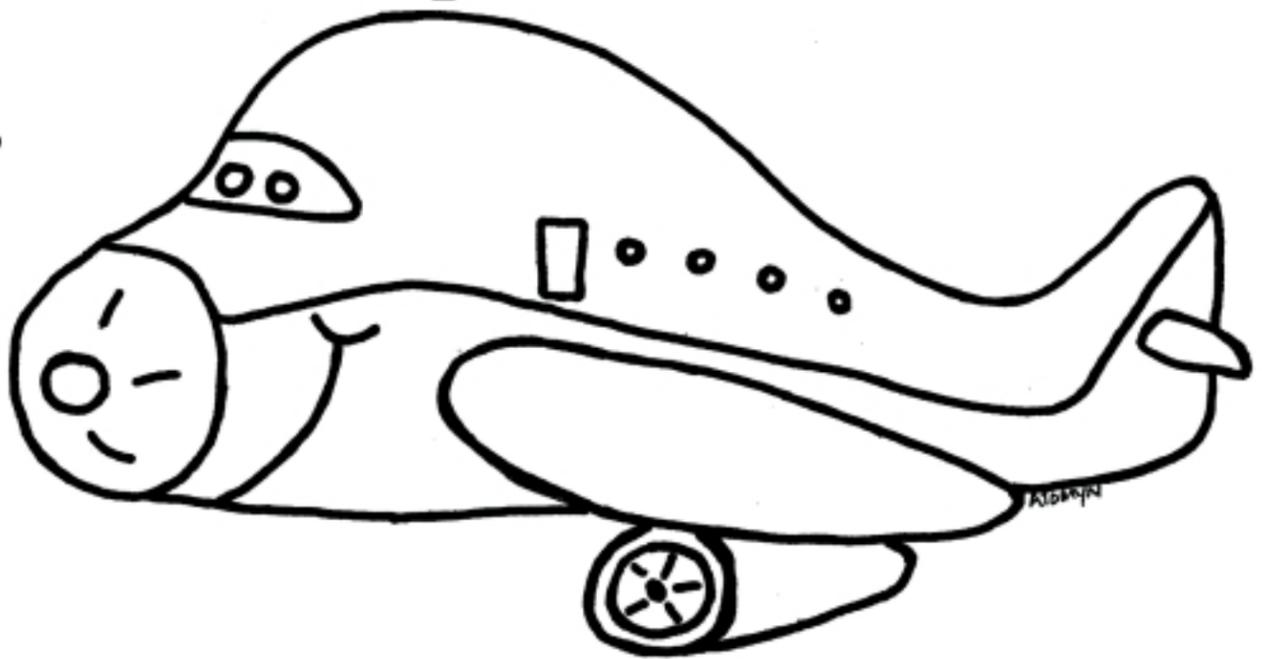
Coloring Contest Entry #1: Pre-K to Kindergarten

Meet Jerry Jet Plane, the newest little Machinists Union jetliner to fly!

Flying is his favorite thing to do and if you watch you'll see it too because he smiles all day as he soars through the sky!

Machinists came from all around to help Jerry fly off the ground, because they knew he'd be happiest the day he could fly!

Jerry Jet Plane



Name: _____ Age: _____

Member Relative's BEMS or CLOCK (last 4): _____

Relative's Workplace: _____ Phone: _____

School: _____

Grade (circle one): Pre-K Kindergarten

opeiu8 afl:cio rkt

President's Column - Good News, but Some Nonsense from Boeing Execs

Continued from page 2

That's a message I'll carry to him on your behalf.

We all know about March Madness in college basketball, and we certainly saw it in the tanker arena as well.

First Northrop Grumman and EADS were bidding together, and then they

weren't. Then EADS was not going to enter a solo bid, but then it was - if it could talk the Pentagon into changing the rules of the game. Then the Russians were supposed to be bidding - only that was a hoax, it now seems.

In the midst of all that, I can say only this: It doesn't matter if the Wright Brothers themselves were to enter a bid

partnered with Charles Lindberg, the Boeing KC-767 tanker built by our District 751 members here in Puget Sound is simply the best option for the U.S. Air Force, the American taxpayer and our nation's economy. No matter who else is bidding - and no matter how much extra time they're given to make their bid - that won't change the fact that the air-

planes we build are the right ones for the mission, and that we are ready today to start the work.

I say we should just get on with it. Let's start building them already, and not make our men and women in uniform wait any longer.

RETIREMENT NEWS

March Retired Club Minutes

by Ruth Render,
Retired Club Secretary

The meeting was called to order on March 8 by Vice President T.J. Seibert.

President's Report: Vice President T.J. Seibert explained he is trying to get an update on President Al Wydick's condition. He asked that anyone who has spoken with Al let him know – he continues to be in our prayers.

Roll Call of Officers: All Officers were present or accounted for.

Financial Report: The report was read by Treasurer Betty Ness. A motion was made to accept the report as read. **M/S/P**

Minutes: It was **M/S/P** to accept the minutes as printed.

Communications Report: Recording Secretary Ruth Render reported that The Puget Sound Alliance for Retired Americans is hosting a tribute to Will Parry on his 90 birthday. It will take place on April 24 from 5 to 8 p.m. Tickets are \$50 each.

A motion was made to purchase two tickets and send two Club members. **M/S/P**

Business Representative Report:

Aero Mechanic Editor Connie Kelliher reported that District President Tom Wroblewski and Secretary Treasurer Susan Palmer are attending the MNPL Planning Convention. They are working to establish a legislative strategy for the fall elections. Many issues that impact seniors and retirees are being discussed.

She also reported that many of the Business Reps are working an organizing drive for a unit at Joint Base Lewis-McChord.

Connie also spoke about the tanker contract. We should know in the next few days whether or not Northrop Grumman is going to bid. This has been, and continues to be, a big political fight and we are going to need your help again to reach out to elected officials about securing an American made, Boeing Air Force tanker.

Tom O'Brien asked if the fact that any company that lands the tanker contract gets all specs on all of our military aircraft will play a part in how that is decided.

Connie responded that there are several important things that will need to be considered—especially national security and economic issues. Giving foreign countries access to national security information as well as jobs while we suffer an economic recession just doesn't make sense.

Health & Welfare:

Helen Pompeo gave the report. A moment



Celebrating March anniversaries and birthdays Front L to R: Orville and Esther McKee (65 years); Al and Toni Morzenti (61 years); Vera Doss, T.J. Seibert. Back L to R: Don Grecula, Darrell Wallis, John Guevarra.

of silence was observed for the following deceased members: Melvin Abbott, Paul Birchard Sr., Lawrence Brester, Lillie Farmer, George Konen, Philip Larvie, William Martin, Harry Reeves, Shirley Rockhold, Paul Ryan, R.M. Seymour Jr., Raymond Thomas, and Vickie Yahn. Sympathy cards were sent to next of kin.

Legislative Report: John Guevarra spoke about the COLA adjustment for seniors and veterans that was voted down. He also spoke about the importance of healthcare reform – it won't be a perfect plan, but it's necessary to start now. With 30 million uninsured Americans, it is our obligation to see these changes to our healthcare system are made. Our basic rights are life, liberty, and the pursuit of happiness – you can't have liberty or happiness without life.

Birthdays & Anniversaries: The birthdays for December and January were: Vera Doss – 72 years; T.J. Seibert, 68 years. There were two anniversaries: Al & Toni Morzenti – 61 years; Orville

& Esther McKee – 65 years.

Good and Welfare: Gene Hoglund spoke about the beginning of Retirees on the Line 15 years ago.

Tom O'Brien spoke about healthcare and how it's going to cost every American.

Dan Brown spoke about receiving a letter from Boeing about his medical being up in June.

Gene Hoglund responded to Dan that there are low-cost programs available. He is on the Essence plan – it costs nothing per month, only copays so if you don't go to the doctor frequently that can save a lot.

Connie Kelliher reminded the Club that the Communications Department is currently working to set up interviews with IAM retirees. We'd love to capture your history. If you'd be willing to be interviewed, please contact Rosanne Tomin at 206-764-0340 or rosannet@iam751.org.

Adjournment: A motion was made to adjourn. **M/S/P**



Retirees play bingo at the Seattle Union Hall several Mondays a month at 11 a.m. A free lunch follows at noon.

Social Security Fund Analysis: Need to Look at the Long Term

Social Security took in only \$3 billion more in taxes last year than it paid out in benefits — a \$60 billion decline from 2008, according to federal data.

The recession is blamed in part, as it added to the hundreds of thousands of workers retiring or claiming disability. *USA Today*, using Congressional Budget Office numbers, reports that the impact of the recession is likely to reduce Social Security revenues again this year and next. This slide in revenues occurred sooner than Social Security actuaries had expected for several reasons: Payroll tax revenue that was growing at a 4.5 percent average annual clip along with wages flattened out in 2009 because of rising unemployment and disappearing pay raises; the number of retired workers who began taking benefits

increased by 20 percent; those taking disability jumped by 10 percent; and monthly Social Security benefits were raised 5.8 percent due to a spike in energy prices the year before.

Edward F. Coyle, Executive Director of the Alliance for Retired Americans, said, "The overall surplus of the Social Security Trust Fund is still \$2.5 trillion; this is not a cataclysm. We must look at the financial picture of Social Security as actuaries do, over the long-term, which would be over a 75-year timeline. We cannot allow privatizers to use temporary recessions – even deep ones - to ruin the system that has worked for millions of seniors over several decades."

Spotlight: Katie Burks

Continued from page 7

Chicago, I didn't think that was a good deal either. Boeing was born here in Seattle and I thought it should always live here in Seattle. We love Boeing. Boeing is just a part of Seattle.

Q. Being a part of the generation that proved that American workers are a powerful part of military success in this country, what do you think about the tanker debates? Specifically the probability of sending that work overseas?

K: Well that's the thing I can't understand. People in America need jobs so why would they send the work to other countries? And here in Seattle, anyplace in Washington, I know they're capable of doing it. I know they are. They've got the instinct. They can build an airplane. They're going to be conscientious about what they're doing and they're going to make it as safe as they possibly can. And they're interested in their job because they know not everybody has a job and they're grateful and blessed to have one – and they're going to do everything they can to keep it.

Monthly Retiree Meetings

- 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.). Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.

- Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.

- Alliance of Retired Americans South Area Chapter meets the second Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). We share information about developments affecting seniors. For more info, contact Leroy Miller at 206-878-0601.

RETIRED CLUB OFFICERS

President	Al Wydick	253-735-8004
Vice President	T.J. Seibert	206-329-0160
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	206-878-0601
Trustees:	Louise Burns	206-242-5878
	John Guevarra	206-762-3848
	Mike Keller	206-723-4973
Union Office: (1-800-763-1301) or 206-763-1300		

Union Retirees:

Congratulations to the following members who retired from the Union:

- | | |
|---------------------|-------------------|
| Philip Adams | Malcome Maynard |
| Barney Baker | Ronald Merrifield |
| William Baumgardner | Bradley Meyring |
| Allen Bremer | Katherine Miller |
| Nancy Carnegie | Leo Mitzel |
| David Corbin | Ronald G Mooney |
| Ronald Curl | Brian G Mullis |
| Sherman Daniels | Michael P Murphy |
| David Doerrer | Nho T Nguyen |
| Thomas Edin | Paul A Niederkorn |
| Rickey Erickson | Patrick R OBrien |
| Ronnie Flowers | Richard R Ray |
| Patrick Flood | Robert A Rodgers |
| Scott George | Cindra K Rowland |
| Rudy Gonzalez | Cynthia A Rust |
| Nolan Istas | Ronald R Schwebke |
| Richard Jonson | Jerome E Sleeper |
| Terry Keith | Tim M Smallwood |
| Myrna Kershaw | Richard D Sundell |
| Karen Kim | Neil B Thomson |
| Wayne Kroeze | Gaile M Ulrey |
| Shie-Jen Lin | James P Underwood |
| Christopher Linecum | Glen R Vandenberg |
| Michael Luksan | Dan T Wakefield |
| Robert Luxton | Rory L Willi |
| Michael Maillard | Istvan Zemandl |
| Greg Mathews | |

FREE WANT ADS FOR MEMBERS ONLY

ANIMALS

www.newrattitude.org Ginger, 2 years, shy, afraid, 7lb dachshund/terrier/chi, potty trained, Lilly, 8 months, 7lb terrier, Bear, 3 months, 4lb toy fox, \$150. Contact kj62001@aol.com

PARROT WITH CAGE, \$700, needs lots of loving attention, Amazon Blue Front, about 10 years old. 253-330-1701

AUTO PARTS & ACCESSORIES

MAG WHEEL 15"x7", fit 88 & 89 Beretta 6T, \$80 OBO. Call Mike at 206-723-4973

PAIR OF CAR RAMPS, \$10 OBO. Call Mike at 206-723-4973

GAS TANK OFF OF 65 GTO, \$20. Call Mike at 206-723-4973

BEAUTIFUL P10 CANOPY, fits all compact trucks, excellent condition, tinted windows, front slider window, paid \$1100, \$400 firm. Call Roger at 425-432-1339

1973 TO 1978 CHEVY PICKUP REAR WINDOW, \$25. 253-845-6575

2006 GMC REAR BUMPER, new, \$200. 253-845-6575

BOATS

SPARROW SAILBOAT, 17ft, swing keel, two sets of sails, cabin sleeps two, includes Honda 5hp motor, EZ loader trailer and much more, \$3795. 509-762-1282

COTTAGE INDUSTRIES

AFFORDABLE PROFESSIONAL PHOTOGRAPHY, Studio J Images is a local photography company offering professional wedding, anniversary, engagement, pregnancy, family, graduation, and specialty photography. All digital packages available or design your own package. Flexible, reliable, and eager to be a part of your event or special occasion. Ask about our **SPECIAL FOR MACHINISTS MEMBERS**. More information and slideshows at <http://studiojimages.net/> or call Beth at 402-730-8663.

"JUST A CALL AWAY" DAILY CHECK-IN CARE FOR SENIORS or loved ones living independently, 10% discount to Boeing employees, packages starting at \$19.99. 206-772-0747 or Diana@justacallaway.net

ARE YOU LOOKING FOR SOMETHING TO DO IN YOUR RETIREMENT? Sunset View Garden Club meets the third Thursday of each month at the Golden Pine Apartments, 2901 10th NE, Renton, WA. Everyone is welcome. Contact 425-255-8195 or 425-255-0859 for more information

PHOTOGRAPHER. VERY affordable digital wedding photography. Save money. Also available for family portraits, senior pictures and special events. Call about Fall and Christmas events now. 206-240-9773

GOLD'S GYM, RENTON, 10728 NE Carr Rd. Take advantage of Special Boeing Employee Rate - simply present your Boeing badge for discount! Family Owned & Operated by Boeing Employee Michael Cavaiani, a strong Union brother! One time processing fee of \$49, single monthly membership dues of \$29, family add-ons \$20. Personal Training rates available at \$49 per session (reg \$60). 425-793-5457

LAKE TAPPS BACKFLOW. For all your backflow testing and repair needs. \$5 discount for members. \$10 discount for seniors and veterans. Licensed, bonded, insured - a service disabled, veteran-owned small business. Call 253-217-7751 or e-mail laketappsbackflow@comcast.net

STUDIO IV SALON & DAY SPA offers a wide range of services and highly trained staff. \$5 off any service for Aerospace Machinists members. Located in Auburn at 119 East Main St. Walk-ins welcome or call 253-333-8617 for an appointment.

AD RULES

Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number instead of addresses in ad copy. Members' "cottage industries" will be OK in ads, but no commercial ads. When using own paper for ads, include information required on regular ad blank.

**Deadline For Next Issue
April 12th**

TATTOO SPECIALS of the month, all Boeing employees and families 25% off, Underground Tattoos. 253-590-3892

THE COMPUTER GEEK LLC, reliable new computer builds and reliable computer repair, great rates, done in timely manner. 425-374-4175

ELECTRONICS & ENTERTAINMENT

THREE ROW BUTTON ACCORDION, beautiful beyond words, new, \$2300 now \$1800 OBO. Call Helen at 425-226-9487

FURNITURE AND APPLIANCES

WASHER & DRYER, 27in wide, Hotpoint, recently rebuilt, \$250 for pair. Call Mike at 206-723-4973

TRADITIONAL TWIN TRUNDLE BED with bookcase headboard plus matching side bookcase, new mattress, plus feather bed, \$300. 206-878-2617

HOOVER FLOORMATE HARD FLOOR CLEANER, upright model #3000, vacuums, washes, dries hard floors, 2 removable containers, one for cleaner one for dirt, 23lbs, with manual, 2 8oz bottles Old English floor cleaner and 1 8oz bottle hard floor cleaner, lightly used, asking \$100. Two 48oz bottles Floormate floor to floor cleaner, new unopened, \$10 ea. 425-432-6134

CIRCA 1940s 5-piece matching bedroom set, dresser, chest, mirror, nightstand, headboard/footboard, \$225. 253-839-3173

HOUSING

HOME FOR SALE in sunny Desert Aire on Priest Rapids Lake, 1994 valley quality m/f 1080, 2bed/2bath, 8x40 composite deck, 10x14 shed, \$129,000.

2 DUPLEXES FOR SALE, 1 2003, 1 2004, Shelton, excellent condition, 2bd/1ba each, 2 car garage in between, w/d, dishwasher, sewer, bus line, hospital, \$220,000 each. 360-275-0974

HOUSE ON BEACON HILL for sale, 4beds/2baths, backyard with custom made storage and gazebo, five minute drive to Boeing plant 2. 206-767-2727

FOR RENT: HOUSE IN DES MOINES, 5 minutes from Redondo Beach, 3bed/2bath, 2 car garage, backyard with deck and jacuzzi. Call 206-767-2727

MARYSVILLE AREA HOME, 20 minutes north of Everett Boeing, 4bed, 2 1/2 bath, on 2 1/2 flat fenced acres, great for horses, \$299,999. 206-849-9351

MISCELLANEOUS

FOR SALE - OSTER MIXING SET, all tools, bowls, good condition, \$90. 253-875-7944

2 BIRD CAGES, \$25 & \$45. 253-875-7944

42 INCH CUT CRAFTSMAN RIDER MOWER, with \$200 catcher, two years old, about 100 hours on it, \$600. 206-767-2578

LEADED GLASS WINDOW, very old, 24" wide, 36" tall, \$150. 253-639-7774

LARGE HANDMADE ROCKING CRADLE, \$75. 253-639-7774

1903 KITCHEN QUEEN CABINET, paid \$895 for cabinet 25 years ago, \$450. 253-639-7774

WILL PICKUP ALL YOUR METAL SCRAP, auto parts, wheels, appliance (no dishwashers), almost any metal, copper, and aluminum, from Olympia to Renton. 206-271-0392

HALLMARK KIDDIE CAR CLASSICS collection, have small, medium, and large size cars, airplanes and scooters, all priced at box list prices or below, all boxes in new condition, not ornaments. 425-432-6134

93 PIECE FINE CHINA SET, made in Japan, Harmony House, west wind design, very nice, \$300. 253-840-2108

4-26 IN HEAVY STEEL FEET plus 4-26 in steel extenders with holes to make different height for work bench, \$25. 253-852-6809

AIR COMPRESSOR, sturdy wood built bench 2 ft by 7" by 26", \$15. 253-852-6809

4 WHITE TOILET FIXTURES saved for flower planters - one still usable, 2 with tank also, \$5 each. 253-852-6809

10 METAL PIECES OF HORSE WAGON HARDWARE, for attaching to horse harness, collectibles, \$50 OBO. 253-852-6809

METAL FLAT CART with large wheels and handle, \$25. 253-852-6809

2 STEEL MOVING DOLLIES, large, \$10 each. 253-852-6809

MARBLE PIECES glass shelves, all for \$35. 253-852-6809

ALBUMS: 13 READERS DIGEST ALBUMS, Beethoven and popular music, etc, \$1 each. 253-852-6809

RECORDED MOVIE TAPES, \$1. 253-852-6809

EUREKA STYLE 7&G disposable dust bags for upright, 16 for \$12. 253-852-6809

COLLECTIBLE SHOE BOX, cardboard, holds nine pair, \$20. 253-852-6809

PICTURE OF THE BEATLES, 12x36, 1987, \$35. Oak frame, 12 x 26, \$20. 253-852-6809

JARS QTS & PTS, BALL & KERR, 60 for crafts, not usable for canning, \$25 all. 253-852-6809

PROPERTY

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran's section, 2 or more \$1650 each, 6 available if you want a family section. 360-494-4118

5 ACRES, very private, overlooking Lake Roosevelt, with 3bed/2bath home, with carport, large workshop, and outbuildings. 509-636-2038

4 PLOTS GREEN WOOD MEMORIAL CEMETERY, Renton, WA. 425-255-5920

GREENWOOD MEMORIAL CEMETERY and funeral home, lot 503, block 39, space 4, section azalea, \$5000. 206-767-3228

1000 SQ FT CABIN with loft, well and septic complete, 40 acres of forest, land near Tonasket, WA, \$130,000. 253-951-6586

2008 VSI PARK MODEL CABIN on deeded lot in Lost Lake RV Resort, near Lacey, WA, tons of amenities with indoor/outdoor pool, private lake stocked with fish, in gated resort, stay 185 days in calendar year, \$145,000. 425-432-6134

RECREATIONAL MEMBERSHIP

MUST SELL MEXICO TIMESHARE, week 35 in Puerto Vallarta at Club Vellas, all-inclusive, \$3000 OBO, pictures upon asking. 425-327-1877

RECREATIONAL VEHICLES

1998 CHEVY 5-SPEED PICKUP & 31' ALEGRO MOTORHOME, both run great, Motorhome comes with towing package and pickup comes with canopy, \$10K for all, will consider selling Motorhome without tow package and truck. Call Robert at 253-846-1736

2003 27-FOOT RAGEN TOY HAULER Travel Trailer, sleeps at least 6, great shape, fuel station on board, with on board generator, all you would need to enjoy off road trips for your family. 253-232-2622

16.5 TRACKER TARGA + TRAILER, GPS, SS, CB, fishfinder, elec downrigger and potpuller, 50mph merc and 40lb trolling mtr, crab and shrimp gear and many extras, \$14,500. Call Phil at 253-531-8910

1988 PROWLER 33' TRAVEL TRAILER, no leaks, but needs some work, will sleep 9, call for details between 11 AM & 11 PM. 541-591-0234

- Circle One:**
- ANIMALS
 - ELECTRONICS & ENTERTAINMENT
 - PROPERTY
 - BOATS
 - FURNITURE & APPLIANCES
 - RECREATIONAL MEMBERSHIP
 - TOOLS
 - RECREATIONAL VEHICLES
 - SPORTING GOODS
 - HOUSING
 - MISCELLANEOUS
 - VEHICLES
 - AUTO PARTS & ACCESSORIES
 - COTTAGE INDUSTRIES

Ad (25 word limit. Please print). _____

Phone (or Address) _____

The following information must be filled in for your ad to appear:

Name _____ Clock Number _____

Address _____ Shop Number _____

Mail Coupon to **AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108** Deadline is April 12th!

ADMIRAL MOTORHOME by holiday rambler, 2000, excellent condition, ready to go, complete tow package, 2tvs, VCR, satellite dish, all electric, all window covers, must see to appreciate. Make reasonable offer. 633-360-5647

SPORTING GOODS

REMINGTON – 740 semi-auto .308 and scope, \$250. 253-848-3990

ONE SET OF 6' OARS, \$40. 253-845-6575

CANNON MINI MAG DOWN RIGGER, \$125. 253-845-6575

3" RITCHIE BOAT COMPASS, \$20. 253-845-6575

SEVEN CRAB POTS with ropes and buoys, \$30 ea. 253-845-6575

VEHICLES

1947 CESSNA 120/Cont 85, 462.5, STOJ 91.5, T.I.S. 280 hrs, 9 in 9 out annual to July 2010, transponder/760 radio, \$19500. 360-829-0719

1994 PONTIAC TRANS AM, 25th anniversary, t-tops, leather, F-1, AM-FM-CD, collector edition, runs super, \$15,500 OBO. 509-382-3144

1970 NOVA, fresh 402BB/T-350/12 bold posi, bench, column shift, sway bars, 4 WPDB, QR P/S, soft-ray, new tires, copo recreation, \$18,500. 509-382-3144

2008 HYUNDAI ACCENT hatchback, 10K miles, 5sp. tran, bronze/red, like new, take over payments and its yours, I owe approximately \$7,990. 253-840-2108

1977 CADILLAC SEVILLE, same family since new, easy restoration, needs some mechanicals, \$2000 OBO. 253-839-3173

1966 CORVAIR CONVERTIBLE, just in time for spring, appraised at \$10,000, sell for \$8500. 253-839-3173

1999 BUICK LESABRE, 4-door, one owner, great condition, 86,000 miles, \$5995. 253-839-3173

1969 MUSTANG COUPE, partially restored, rebuilt 302 V-8, 4BBL, carb, automatic, great shape, lots of new and used parts, pictures available upon request, Maple Valley, \$7500. 425-432-4138

WANTED

WANTED – YOUR UNUSED SWING SET for grandson, in good shape, no rust please, Graham, South Hill area. Also good condition loveseat. 253-875-7944

IAM/BOEING JOINT PROGRAMS

New Resume Assistance Service

By Jeff Snyder, Career Advisor

Anyone who has had a job opportunity surface with a short timeframe for submitting an application recognizes the importance of having a resume ready to go. It's frustrating to know you either missed a deadline, or threw something together that falls short of putting your skills and experience in the best possible light.

IAM/Boeing Joint Programs Career Advisors in Puget Sound help IAM members with resumes on a regular basis. Because creating a resume is a time intensive process, advisors will often make a referral to a select group of external resume vendors who provide this service. Before a vendor can meet

with an individual, the employee must first apply for an Education Assistance voucher through Joint Programs. This is done online through the Joint Programs website which can be found at: <http://iamboeing.web.boeing.com>. Advisors like to have an initial discussion with employees to learn more about their job objectives and help gather together the necessary documentation that is needed before meeting with a resume vendor.

Recently, a new type of resume assistance was launched utilizing Joint Programs Instructors based in Wichita. Changes in technology and new communication tools available to Boeing employees made consideration of this support to employees in Puget Sound possible. There is no charge for this service and it does



Wichita JP Instructors providing resume assistance: L to R: Lana Johnson, Lynn Murabito, Joanne Pafume

not require an Education Assistance voucher.

How important is it to have a high quality resume for job applications? As companies like Boeing have turned to using on-line application methods, it has become easier to apply for jobs. This means that job applicants can submit for multiple positions within minutes. While this is convenient, it has led to a significant increase in the number of applicants for positions. Reviewers pour over a large volume of resumes and by necessity must decide within seconds whether a resume is a potential match with the requirements of a job. This reality reinforces the need to have an effective resume that demonstrates a good fit between the applicant's experience and the job requirements.

One of the most frequent frustrations voiced by hourly employees concerning their applications through the Boeing Enterprise Staffing System (BESS) is that they rarely get notification they are under consideration. Part of this is due to the sheer volume of applications that are submitted in response to requisitions. Creating a high quality resume is not a guarantee of an interview, but it is an absolute necessity for getting to the next step in the application process.

With the launch of this expanded resume service for hourly employees in Puget Sound, they can be better prepared to take advantage of opportunities that arise to pursue their career advancement goals. To contact a Career Advisor in Puget Sound, go to the Joint Programs web site at, <http://iamboeing.web.boeing.com>. By phone, use 1-800-235-3453 for Puget Sound. See Q&A below for more specific information on the service.

Safety Corner:

Cell Phone Safety

Cellular telephones are a convenient and popular means of communications in our personal lives, and in most cases, they are a safe and effective way to communicate at work as well.

But District 751 members – those working at Boeing in particular – need to be aware that there are areas in many factories and shops where the use of a cell phone can create potentially unsafe conditions that can jeopardize their personal safety, as well as the company equipment they use.

Here's a list of some do's and don'ts for cell phone safety:

Hazardous locations

Cell phone use can create a fire or explosion hazard in certain situations and

locations within Boeing's factories. Given that, you should turn off your phones in hazardous locations, including:

- Spray buildings, such as the 40-51 or 40-37 in Everett;
- Paint hangar high bays;
- Paint and solvent storage rooms;
- Fueling islands of any kind (gasoline, diesel or propane).

In addition, beware of using cell phones:

- Anytime you're under any aircraft, or within 5 feet of an aircraft or its wing (and, in the case of 747s – anytime you're under or within 5 feet of its horizontal stabilizer)
- Anytime you're within 50 feet of a fueled aircraft;
- Anytime you're in a confined space where flammable or combustible chemicals are in use; or
- Anytime you're near a dust collector or an area where dust may be floating in the air due to sanding or other abrasive operations.

Some cell phones are designed with safety features to prevent sparking fires in hazardous areas – those phones are marked by national testing laboratories as being safe for use in certain areas. Before using your phone around any hazardous area, check with the Boeing Fire Prevention Office at your site to ensure your phone is safe.

Camera phones

Most cell phones today come with a camera feature, but remember that a camera permit is required if you're taking photos on Boeing property – even if you're taking those pictures with a phone.

Driving

There's a lot of information out there about the dangers of cell phones while driving, but it bears repeating:

- Do not use cell phones while driving a vehicle or operating equipment; this is especially true at work, but it applies equally when you're off the clock.
- Texting or talking on a cell phone while driving – unless you're using a hands-free device – is a violation of Washington state law.
- If you've got a company-issued cell phone, Boeing expects you to use a hands-free device.
- Hands-free devices are OK for use in your personal vehicle too, but consider this: if you're driving 65 mph on a freeway, you're traveling more than 100 yards every three seconds – and it takes on average five seconds to dial a cell phone call.

Bicycles

If you're riding a bike inside the factory, you've got enough to watch out for – between motor vehicles, moving equipment and people on foot – without the distraction of a cell phone. Given that:

- Don't carry anything in your hands – including a cell phone – while riding a bicycle.
- Always keep both hands on the handle bars, and don't try to talk and ride.

Q&A on Using New Resume Service

As with any new service, members have many questions. The three Wichita instructors respond to questions about how they help hourly employees with resumes:

Q: Is assisting with resumes a new service you are providing to employees in Puget Sound?

A: Assisting with resumes is something the Wichita Joint Program Instructors have been doing for more than 15 years. During that time, we had experience assisting active and laid-off Wichita clients, both in person and "at a distance" via e-mail and telephone. We are proficient in working with a variety of resume formats including professional, scannable, functional, and chronological. We are glad to expand this service to Joint Programs' clients from the Northwest.

Q: What is the difference between how you work with an employee and the approach used by a resume vendor outside of Boeing?

A: The Wichita instructors have extensive experience working with hourly employees as part of the Joint Programs' team. As such, we have knowledge of the hourly jobs here at Boeing and have access to Boeing systems including work history, training records, Career Guides, and internal job postings. This allows us to help a client better reflect their unique skills.

Q: How important is it for employees to have a specific job target in mind?

A: When possible, it is helpful to target your resume to a specific job opening or job type, whether internal to Boeing or external. A targeted resume focuses on your most relevant skills for that position. It will also use

language tailored to the opening or job. However, even when the specific job is not known, having a good, basic resume in place is recommended. This basic resume can be tweaked or customized when a future opening occurs.

Q: What makes the difference between a resume that simply reflects work experience and one that really stands out?

A: Today's job market is very competitive and this extends to internal postings at Boeing. Your resume often forms the "first impression" a potential employer will have about you. A good resume is not just a listing of your responsibilities; it is a way to reflect what sets you apart from the rest, including your special skills, accomplishments, recognitions, and attributes. To fully describe the work you do and your unique skills and talents, we will use your input as we go through the resume writing process.

Q: Is there any cost for this service?

A: There is no cost for this service. It does not require an Education Assistance voucher. There is no limit to the number of times you may contact the Wichita staff for assistance.

Q: How can employees utilize this service?

A: The first step is to contact a Puget Sound Joint Programs' Career Advisor. The advisor will give you the information to contact the Wichita Instructors and describe how the process works. Your initial contact can be by phone or e-mail. Continued communication will be by phone, e-mail, FAX, and/or the Communicator tool installed on Boeing computers which allows a live chat.

EASTERN WASHINGTON

Machinists Keep Penske Vehicles on the Road

At Penske Truck Rental and Leasing in Spokane, 10 Machinists Union members proudly ensure all the vehicles used for rental and leasing are in top working condition, as well as provide preventive and comprehensive maintenance to commercial fleets for other companies. This full-service facility focuses on customer service – working from 7 a.m. to 11 p.m. Monday through Friday and from 9 a.m. to 5 p.m. on Saturday to accommodate weekend customers.

Members at Penske must be able to work on a wide variety of trucks, buses, over-road tractor trailers, refrigeration trucks, liftgates, heavy equipment and every kind of gas and diesel vehicle imaginable.

These talented mechanics continually update their skills and are required to take a minimum of 40 hours of training each year. Penske is the only national lease

company that has certification from the National Institute for Automotive Service Excellence (ASE).

Preventive maintenance is the foundation of Penske's customer base. Our members perform over 100 check points to ensure all major systems are functioning properly including brakes, tires, electrical, drivetrain and chassis. With state-of-the-art diagnostic tools, our members conduct component analysis to improve vehicle performance and dependability, as well as finding ways to extend the lifecycle of the fleet.

Penske markets the skills of our members to attract entire commercial fleets – offering preventive maintenance contracts, comprehensive maintenance contracts, and the performance of all federal and state inspections.

Mechanics at Penske are also authorized by select manufacturers to perform repairs in-house. This translates into less down time – making a maintenance contract with Penske more attractive.

Business continues to be strong at the Spokane facility despite a downturn in the economy – proof of the fine work of our members. Less than two years ago, Penske moved into the current building, which is double the size of the previous one and includes a drive-in wash bay.

"The economy has not really affected us. We have been able to maintain our workload," stated Union Steward Pete Hedemark. "Some customers are putting fewer miles on equipment and more time between service, but we have found new business to fill in the gaps."

"It is a good company to work for, which is why we have very



Photo left: Mark Freeman looks up information for a Penske customer.



Travis Kennedy (r) talks with Business Rep Steve Warren.

little turnover. People basically only leave when they retire," he added.

This good working relationship is evident in the fact Pete has not filed a grievance in his six years as Union Steward. Members hope to build on this successful working relationship as the Union enters negotiations for a new contract this September.

If you're moving or need a commercial truck rental in Spokane, give your business to our members by visiting Penske Truck Rental and Leasing at 6223 E. Mallon Ave or call 1-509-535-3611.



L to R: Business Rep Steve Warren talks with Steward Pete Hedemark and Jeff Jones about upcoming contract negotiations with Penske Truck Rental and Leasing in Spokane.

Surveying the Situation at Triumph Composites

Machinists Union members working at Triumph Composite Systems in Spokane are skilled workers who play a vital role in every Boeing aircraft.

Our members in Spokane build and assemble floor panels, ducts, flight deck interiors and a large variety of components for all Boeing aircraft (including the 787), as well as aftermarket floor panels for Airbus planes.

Members at Triumph Composite Systems are already thinking about their upcoming contract negotiations – since the current contract expires at midnight on June 3.

Members at the Spokane plant selected Jerry Womble to be their shop floor representative at the bargaining table – a role that Business Rep Steve Warren filled three years ago. In the 2010 negotiations, Warren will again

represent the members at the bargaining table, along with District President Tom Wroblewski and other skilled aerospace negotiators from the IAM.

Members are currently filling out the second round of surveys. The surveys provide an avenue for input from all members and will help prioritize the issues for the upcoming bargaining sessions.



L to R: Erin Blashill, Lance Hoopes, Dale Ronquille, Bob Six, Business Rep Steve Warren and John Warren discuss upcoming negotiations.



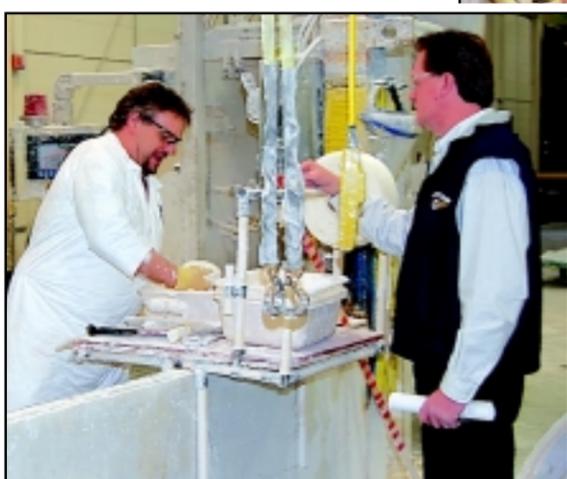
Above: Jerry Womble works on a part.



Elda Klein works in central distribution.



Above: Dan O'Bryne works on some of the duct work at Triumph.



Right: Houla Lor works in Quality Assurance at Triumph.

Left: Jeff West (l) talks with Business Rep Steve Warren while working in 'the pit.'



Left: Ryan VanValkinburg works on floor panels.