

DISTRICT 751 AERO MECHANIC

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Machinists Reach Milestone with 767

District 751 members who work for Boeing in Everett achieved a major milestone last month: starting work on the 1,000th 767.

"It's huge," said Local 751-A President Jason Redrup, who started his career at Boeing as a structural mechanic on the 767 line. "There's not a lot of airplane programs that can say 'We've built a thousand.'"

Over the years, Boeing has consistently updated and upgraded the 767, with six versions developed for commercial use, and three others delivered for specific military buyers. And in recent months, the company also has completely overhauled the production process, moving the line to a new spot in the back of the Everett factory, where



Gustavo Martinez works on a 767 in Everett.

planes can be assembled even more efficiently than before.

Creating a new manufacturing line while still building aircraft on the old one is a notable accomplishment, and one that 767 Machinists should be proud of, District 751 President Tom Wroblewski said.

As a result, the 767 today combines 30 years of ground-breaking reliability with state-of-the-art production processes. It's a great airplane, said Redrup.

"The airplane has been in production since the '80s," he said. "It's shown its longevity. People are still buying it today."

The 767 is a landmark plane, and has been since Machinists began fabricating the first parts for the first planes in Auburn in 1979. It was one of the first planes to have a two-person flight crew, and it was type rated alongside the 757, making them the first Boeing planes so similar that a pilot trained on one could fly the other.

But the extended-range 767s broke significant new ground when they came

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Union Partners with Companies for Success

District 751 successfully concluded contract talks with 22 separate employers in 2010 without any of its members spending as much as a day on strike.

"This record of success is a testament to what we can achieve when companies work together with their workers for everyone's mutual benefit," said District 751 President Tom Wroblewski.

While our district is best known to the public as the union for Machinists who work at Boeing's Puget Sound plants; 751 also represents workers at 43 other employers in Washington and Oregon. If you add in the 286 contracts from District 160; Machinists have 329 contracts in Washington state – not counting other affiliates, which would make it even higher.

Contracts with 21 of those employers expired in 2010. In addition, the union negotiated initial contracts with two other employers whose workers had recently joined the union and formed new bargaining units.

In each case, negotiators for labor and management were able to find common ground on their way to contracts that improved pay, benefits and working conditions for the workers while also providing the company with tools for a successful – and profitable – future.

"If you sit down together with a goal of reaching an

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Dist. President Tom Wroblewski reports 751 negotiated 22 contracts in 2010.



Mike Lukomskiy (l) and Salim Balolia have seen a lot of changes to improve efficiency in their three years working the 767 program.

URS Says IAM Union Yes by 82 Percent

Some 220 civilian workers at Naval Air Station Whidbey Island have joined District 751.

The workers are employed by defense contractor URS Corp. to perform maintenance on U.S. Navy EA-6B Prowlers and EA-18G Growler electronic warfare jets. Eighty-two percent of them voted to join District 751 in a mail-in election that was completed Dec. 27.

The election was certified by the National Labor Relations Board on Jan. 3. The union is now moving forward to negotiate a first contract on behalf of the newly organized workers, formulating a negotiating committee and scheduling the first round of talks in early March.

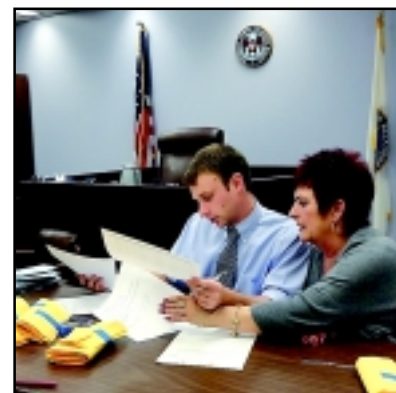
The vote capped a year-long effort to form a union for the workers, who first contacted District 751 organizers in early 2010. The workers sought a union to help them bring their pay in line with what other workers in

Western Washington are paid for doing similar work, said District 751 President Tom Wroblewski.

The URS workers also wanted a written agreement to cover work they do when assigned to remote locations – so-called TDY assignments – and also a more-fair process for filling job openings, promotions and downgrades, he said.

"Unionizing your employer is never easy and these new members at URS can be forever proud of what they have accomplished," said Business Rep Jon Holden who has been working with the group. "Our District looks forward to successful negotiations and addressing the needs of this new bargaining unit."

District Lodge 751 has a track record of negotiating better wages and benefits for civilian employees at military bases across Washington under the Service



On Dec. 27, officials at the National Labor Relations Board count the mail-in ballots where URS employees voted 82 percent for IAM representation.

Contract Act, the federal law that governs union contracts for defense contractors. That made an impression on the URS employees, Wroblewski said.

In December, for example, Machinists Union members working as flight line mechanics for L-3 Communications at Joint Base Lewis-McChord ratified a four-year contract that granted them raises of \$2.10 an hour in the first year of the deal.

"We have a lot of highly skilled members who do work that's essential for America's defense," said Wroblewski. "They deserve to be paid fairly, and to be treated fairly when it comes to promotions and temporary duty assignments. A Machinists Union contract can give them both."

Wroblewski praised the District 751 staffers and volunteers who worked on the unionizing campaign, but said "the real heroes are our new members working for URS. The teamwork they showed on this effort demonstrates they can work together to both benefit themselves, and to maintain America's might."



Organizer Jesse Cote (l) gives talking points to 751 volunteers who spent part of the Thanksgiving weekend on Whidbey Island to answer questions URS employees had about union representation. URS employees overwhelmingly said yes to IAM representation with an 82 percent vote.



Heroic Action

Three members honored for swift response that saved a coworker

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Need for Speed

Local 1951 Steward drives Machinists car to first place

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REPORT FROM THE PRESIDENT

Fighting Down to the Wire for an American Tanker

by Tom Wroblewski, District President



February 2 is Groundhog Day, the day when the ground hog sticks his head up out of his Pennsylvania burrow and decides how long it will be until winter ends.

“Goundhog Day” is also the name of a funny Bill Murray movie from a few years back, about a man doomed to live the same day over and over again.

I use that movie, Groundhog’s Day, as a metaphor for the U.S. Air Force tanker competition. For close to 10 years now, District 751 Machinists and our political allies have been marching, rallying and lobbying on behalf of Boeing’s bid to supply the Air Force with KC-767 tankers. We organized and took part in four major tanker rallies in 2010, and already this year District 751 officers have shared a podium with U.S. Sen. Maria Cantwell for a press conference on tanker issues.

It makes you wonder, sometimes, just how many more times are we going to have to do this? How many times are we going to have to make the argument that the Boeing tanker, built by our District 751 Machinists in Everett, is the best option for America? How many times will we have to counter false claims from our competitors? How long will we have to keep doing this?

The answer, of course, is simple: We’ll keep doing this for as long as it takes, and we’ll keep making these arguments until the Pentagon finally listens.

That’s because the Boeing-built tanker is obviously the best solution for America’s warfighters, taxpayers and economy.

Our District 751 Machinists have built 1,000 767s, the plane on which Boeing’s tanker bid is based. We’ve helped Boeing

develop, build and deliver six different derivatives of the 767, and we’ve come to know that plane as well as a parent knows their child. Building a seventh model is a challenge we can handle.

Our members are also the world’s experts when it comes to converting commercial airlines into military jets. Just look at our success with the P-8A program for the U.S. Navy. We’ve delivered five test models of this plane, the “lethal twin” to the 737. All of them were delivered on time and within budget.

The Navy’s quite happy with our P-8 prototypes, and just last month it ordered the first six of what is expected to be an order for 117 planes.

Compare that to the track record of EADS. It’s first major military plane, the A400M, is nearly three years behind schedule, and so far over budget that it took an emergency infusion of billions of Euros from European governments to keep it alive this winter. And the one working refueling boom EADS had is sitting at the bottom of the Atlantic Ocean today, after breaking off in a training accident.

The Europeans think they can do better with an Air Force tanker assembled by a workforce they haven’t yet hired to staff a factory in Alabama they haven’t yet built. As someone who’s spent his adult life in the aerospace business, let me tell our friends in Alabama this: It isn’t that easy. Airplanes are among the most-difficult things that human beings build, and getting it right takes thousands of people, all of them who know what they’re doing.

The Boeing tanker also makes more sense for America.

We’ve heard a lot of talk since the November elections about the need for our government to cut back on spending. So why, then, are we even thinking about the over-sized, fuel-guzzling Airbus KC-

30 tanker?

The Airbus KC-30 will be more expensive to operate than the Boeing KC-767. That’s not political rhetoric – it’s the law of physics. The Airbus plane is bigger, so it requires more fuel to fly it the same distance. How much more fuel? The best estimate we have is that it would cost \$35 billion to \$40 billion more to operate a fleet of Airbus tankers, over the expected lives of the planes. For that kind of money, you could buy an entire second fleet of Boeing tankers.

This doesn’t count the added cost of building the new airbase facilities the Air Force would need to use the Airbus tanker, which is too big to use the hangars, ramps and runways at many of the bases where tankers are desperately needed.

All of this is money that would come out of taxpayers’ pockets.

And speaking of taxpayers, buying Boeing-built tankers would help create more of them right here in America, by creating or protecting 50,000 American jobs.

Airbus may claim its tanker would create jobs in Alabama, but the few hundred final assembly jobs generated by their project would be dwarfed by the 11,000 jobs the Boeing plane would generate right here in Washington state. These would be good-paying union jobs too, the kind of jobs that pay living wages for families, and that come with good union benefits.

At a time when our national unemployment rate is more than 9 percent – and when 20 states are reporting their unemployment rates are climbing – we, as a nation, need to be doing all we can to keep jobs here in America, not providing a \$35 billion bailout for the French aerospace industry.

Of course, you’ve already heard these arguments before. But there’s hope we won’t have to make them for much longer. The Pentagon is supposed to make a deci-

sion on the tanker bidding in February, although it’s looking more likely that it will slide into March. Whatever the deadline ends up being, I promise you your union leadership will be fighting until the end to win this contract for our members, and our nation. And if you can take a few minutes in the next couple weeks to call or e-mail your Congressional representatives to make sure they’re fighting for the tanker too, that can only help.

Our fighting men and women needed this essential piece of equipment yesterday, our nation’s working people need the jobs it would bring today, and our taxpayers desperately need the cash savings it represents for the future. It’s time we end this tanker nonsense and start building the Boeing tankers for the Air Force.

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

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Vice President

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\$1.6 Billion Navy Order for P-8A Poseidon

District 751 Machinists will help build six more P-8A Poseidon sub-hunters for the U.S. Navy.

The U.S. Navy, on Jan. 21, awarded Boeing a \$1.6 billion contract to manufacture the planes and to provide logistics, training devices and spares for the aircraft.

All six planes are to be delivered to the Navy by 2013, with final assembly work being done in Boeing’s Renton factory. Installation and checkout, where the mission unique equipment is installed, is to be done at the newly renovated “Thompson Site” at Boeing field.

District 751 leadership hailed the contract award.

“Our members in Renton are happy to take on this challenge,” said District President Tom Wroblewski.

“The P8-A program has met all major acquisition milestones, and our mem-

bers have worked hard to build and deliver high quality airplanes to the Navy in support of the flight test program,” he said. “We are proud to deliver such an essential product to our military forces.”

The program currently has three P-8A test aircraft flying at NAS Patuxent River, MD. Boeing recently announced that one of its ground-test articles had successfully completed static testing, confirming the P-8A’s structural integrity.

That performance stands in stark contrast to recent Airbus efforts to develop military aircraft, Wroblewski noted. The A400M is running an estimated four years behind schedule, with cost overruns so great that Airbus CEO Tom Enders last year threatened to cancel the program entirely until he got billions of Euros in additional subsidies from Euro-

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Photo courtesy of Monica Wehri/Boeing media

The sixth P-8A test airplane fuselage is lowered into the first work position in 737 final assembly.

King’s Pro-Union Social Gospel Discussed

Civil rights leader Martin Luther King Jr. also fought for economic justice for America’s working poor.

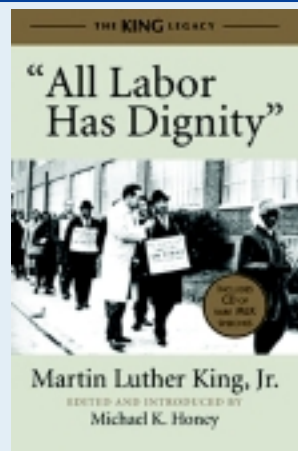
Now, Michael Honey, a professor at the University of Washington-Tacoma has edited a book called *All Labor Has Dignity*, which is a compilation of all Dr. King’s speeches to labor unions.

Honey will discuss the book and King’s labor legacy at a program on Wednesday, Feb. 16 at 5:30 p.m. at the Seattle Labor

Temple, (2800 First Ave).

Honey is the Haley Professor of Humanities at UW-Tacoma, and the former chairman of the Harry Bridges Center, which is the center for labor studies at the University of Washington.

His lecture is co-sponsored by the Harry Bridges Center and by the M.L. King County Labor Council. For details on the program, call (206) 441-8510 or e-mail office@mlkclc.org



751 AERO MECHANIC

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POLITICAL ACTION

Union Stays Informed and Connected on Health Care Changes

When Washington doctors, lawmakers, insurers and analysts gathered in SeaTac after the holidays for the State of Reform Washington Health Policy Conference, IAM District 751 was there to be a part of the discussion about the future of health care.

The one-day conference provided a forum for political and industry leaders to engage in the most challenging policy issues surrounding health care. The conference examined how the new health care law will be implemented in Washington state and focused on bridging the gap between health care policy and po-

litical reality. Since the health care reform passed last March, there have been more questions than answers.

751 had a strong presence with Secretary-Treasurer Susan Palmer, Political Director Larry Brown, Health & Benefits Rep Garth Luark and Communications Director Connie Kelliher all participating. These union leaders joined more than 300 attendees from government, business and consumer organizations at the conference.

Some of the topics explored included: the state's efforts to create insurance exchanges, the act's likely impact on Medicare and Medicaid, exploring the real cost drivers, and how the law will change the practice of medicine. Workshops promoted two-way dialogue and permitted participants to ask questions, provide input, and relay personal experiences. To gain the most knowledge, 751 participants split up and attended different breakout sessions.

"Since we represent over 35,000 active and retired workers in the state, it was critical that the Union have the most up-to-date information on health care



Talking about the insurance rebate for small business, L to R: Susan Palmer, Insurance Commissioner Mike Kreidler, Larry Brown and Garth Luark.

reform from various perspectives," said Palmer, who chairs the Benefits Committee. "While the conference still left many questions unanswered, it allowed 751 to network with area providers, doctors, and lawmakers to hear their side of the story and share concerns from our members' viewpoint."

Union leaders seized the opportunity to talk to Insurance Commissioner Mike Kreidler regarding how small businesses could collect the 35 percent rebate on insurance premiums. This could be significant for many of the smaller bargaining

units we represent in Eastern Washington, who may qualify for the credit.

In addition, Palmer spoke at length to State Senator Karen Keiser, who chairs the Health and Long Term Care Committee, about what she foresees in the 2011 legislative session.

While health care reform continues to change and restructure, one thing is sure: 751 must be involved in any discussions to understand how it may impact our membership, actions we should be taking and to see how to educate our membership on the changes.



Secretary-Treasurer Susan Palmer (r) discusses health care reform with State Senator Karen Keiser.

Union: Cantwell Is Right to Seek Tanker Answers

District 751 leaders strongly support U.S. Sen. Maria Cantwell's call for hearings into the mismanagement of U.S. Air Force tanker bidding data.

"Thank you Senator Cantwell for standing up and being a voice on this," said Jim Bearden, 751's administrative assistant to the District President.

Bearden called the mix-up — where the Air Force sent proprietary Boeing bid data to Airbus and vice versa — "a breach of protocol and perhaps an ethical violation."

Bearden spoke at a Jan. 20 press conference held on the 767 line inside Boeing's massive Everett factory. Machinists have built 1,000 Boeing 767s there, and would continue building the planes if Boeing wins the Air Force's tanker bid.

At the press conference, Cantwell said that Congress needs to get to the bottom of what actually happened during the bid-data mix-up, and determine what the implications are.

The Senate Armed Services

Committee was to hold a hearing on Jan. 27 about the mix-up. It was a chance to keep the Air Force from "making a \$35 billion mistake," Cantwell said. "Not only is this tanker bid crucial to our national security, it is one of the Defense Department's largest acquisitions ever, so it's crucial we get it right."

Airbus parent company EADS had access to proprietary Boeing bid data for a full month while the Air Force investigated the mix-up, Cantwell asserted. That could have compromised the bidding by allowing EADS to adjust its asking price in its bid. Congress should also determine whether both companies followed the ethics rules and standards outlined by the Air Force at the start of the bidding — and if they didn't someone needs to answer how this has affected the competition, she added.

"Even if this release was inadvertent, it can have far reaching consequences if not addressed properly, if it

ends up violating laws and fair-competition regulations, or if it directly impacts a bidder's strategy for establishing its final price," she said.

Cantwell's press conference was on the same day as the release of a report from an oft-quoted defense analyst, Loren Thompson, who predicted that EADS will win the tanker bid "largely on the basis of aggressive pricing."

He said EADS is able to undercut Boeing on price — in spite of having a larger and more-expensive airplane — because it has received more than \$20 billion in subsidies ruled illegal by the World Trade Organization, including \$5.7 billion in direct support for the A330 aircraft that is the basis for the EADS tanker bid.

"The U.S. Air Force will be awarding a \$40 billion program to the Europeans because of attractive pricing at the same time the World Trade Organization is highlighting the illegal methods Airbus has used to under-price its rival," Thompson wrote. "The

centerpiece of European strategy in the tanker competition ... has always been to offer a ... price that Boeing could not match. Now it has found an ally in the U.S. Air Force to help destroy more American jobs."

Bearden said District 751 finds it "outrageous that Europe could have a pricing advantage based on illegal subsidies."

The Boeing tanker will be more fuel-efficient to operate than the Airbus option, and it would be able to work on existing Air Force fields around the world. That stands in stark contrast to the billions of additional dollars the Pentagon would have to spend to build new facilities for the Airbus plane, Bearden added.

"You and I would pay for that," he said.

The Boeing tanker would also provide tens of thousands of good-paying jobs for Americans and keep a

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Senator Maria Cantwell asked the Senate Armed Services Committee to hold a hearing about the data exchange on the Air Force tanker bid. Also speaking at the press conference 751 Political Director Larry Brown, 751 Administrative Assistant Jim Bearden and SPEEA President Tom McCarty.



751 Political Director Larry Brown (l) and Rep. Tim Probst discuss the aerospace jobs bill (HB 1682).

Bill Offers Tax Credit for New Aerospace Jobs

District 751 is supporting HB1682 in Olympia that would grant aerospace companies a break on their state taxes in return for hiring new apprentices.

The bill, which has sponsors from both parties, would provide a \$5,000 B&O tax credit, spread over two years for companies that hire apprentices through a state approved apprenticeship program. If approved, the tax break would be capped at \$500,000. This is a great investment in the next generation of aerospace workers at companies statewide.

The bill "reinforces our No. 1 competitive advantage: a highly skilled aerospace manufacturing workforce," said Larry Brown, the District 751 Legislative Director, who has worked with legislators on draft language for the proposal.

"This state has the largest aerospace cluster in the world, but there are other regions throughout the world trying to attract these jobs," he continued. "This would help ensure we maintain our competitive advantage, with the largest, most highly skilled aerospace workforce in the world."

The bill was introduced in the House of Representatives and sponsored by Rep Tim Probst of Vancouver. Cosponsors are Democratic Reps. Mike Sells of Everett, Hans Dunshee of Snohomish and Chris Hurst of Enumclaw, and Republican Rep. Judy Warnick of Moses Lake.

Machinists Union leaders say apprenticeships offer significant benefits to Washington aerospace companies, to people interested in aerospace careers — and to the industry statewide.

Apprenticeships are legally binding agreements between a new employee and a sponsor that combine paid on-the-job training with related unpaid classroom instruction. Many of the standards and curriculum developed are college accredited. Like college, most apprenticeships take between three and five years to complete. But unlike colleges, participants don't have to go into debt to take part; instead, they are paid an apprentice-level wage as they

Continued on page 11

IAM/BOEING JOINT PROGRAMS

Heroic Efforts Honored in Auburn

In January three members were recognized for their teamwork, quick thinking and swift action that saved the life of a fellow member. 751 members Harry Bangs, Kimberlee Hughes and Lesta Campbell downplay their efforts, but HSI Auburn Safety Business Rep Mark Johnson and the Auburn Site Committee know these members truly made a difference – especially for the life of their co-worker Tom Goff.

The three were honored with certificates of appreciation, union shirts and hats, and are being submitted for the Governor's life saving award.

"These members did exactly as they had been trained to do in an emergency," said HSI Site committee member Donovan McLeod. "While most people have taken CPR training, no one really knows how they will react when faced with this situation and the added pressure of trying to save the life of a friend and co-worker. They stayed calm, followed procedure and delivered proper medical care. Nothing more could have been done. Who knows what would have happened if he had not gotten chest compressions until the emergency crew arrived?"

Business Rep Mark Johnson commended their actions and said, "I am proud to represent members like this and get them recognition from both the Union and Site Committee, as well as submitting them for the Governor's life saving award. Their willingness to help is admirable."

The incident occurred around 10 a.m. on December 2. As Harry returned from taking out a bag of garbage, he noticed Tom lying on his back just outside the door of the building. Without hesitation, he yelled inside to call for help, ran to Tom's side and checked his vitals. Kim heard the commotion, saw Tom was down and ran to offer assistance, as well.



Lesta Campbell, Kimberlee Hughes and Harry Bangs were recognized for their swift action that saved the life of co-worker Tom Goff. L to R: HSI Site Committee Ron Coen, Tom Goff, Lesta Campbell, Steward Keith Elliott, Kimberlee Hughes, Business Rep Mark Johnson and Harry Bangs.

Harry reported he was not breathing and there was no pulse. Kim began chest compressions while Harry monitored his vitals. They continued until the emergency crew arrived and was set up to administer medical assistance.

"It seemed like it took hours for the emergency crew to arrive, but it was only minutes," said Harry.

Before Tom could be transported to the hospital, the emergency crew had to defibrillate him four times – highlighting how critical it was for CPR to begin immediately. "It really shook us up," said Kim. "I remember it was so cold that day that when Tom did start breathing you could see his breath."

Everyone worked together as a team, which enhanced Tom's chances for recovery. He spent more than a week in Valley General before going home to recover. He returned to work on January 10.

"I called the proper numbers and stayed on the line until the emergency crew arrived because that is the proper procedure. It was frustrating because I wanted to be out there in case there was something more I could do to help," recalled Lesta.

As she received her recognition award and union gifts, Lesta added, "The best reward is that Tom is still here. That was what we all wanted."

March 1, 2011 is Deadline for 2010 Safety Shoe Reimbursement at Boeing

Now that we're into the new year, don't forget to apply for safety shoe reimbursement for your shoes purchased in 2010!

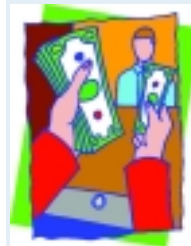
Each year IAM/Boeing Joint Programs allows a grace period for employees to take care of their previous year's safety shoe business. **March 1, 2011 marks the deadline for turning in applications for safety shoe reimbursements for purchases made from approved vendors in 2010.**

Applications for 2010 purchase reimbursement received after March 1, 2011 will not be accepted. Your ORIGINAL ITEMIZED RECEIPT is required to process your reimbursement

Now is also a good time to review the reimbursement guidelines on IAM/Boeing Joint Programs website, and browse the frequently asked questions for any possible changes. IAM/Boeing Joint Programs would like to encourage you to check back occasionally to make sure you don't miss any important information or updates.

Questions can be directed to your local IAM/Boeing Joint Programs office. Call (425) 965-4300 or 1-800-235-3453 or get an application online by visiting the web page at http://www.iam-boeing.com/shoe_general.cfm

Check out all the benefits and services that IAM/Boeing Joint Programs has to offer by visiting <http://iamboeing.web.boeing.com> on the Boeing Intranet or www.iam-boeing.com from your home computer.



Workshops Can Help You Plan Financial Strategy for Your Retirement

IAM/Boeing Joint Programs regularly offers several workshops to assist members in planning for their golden years. The Personal Money Management workshop and Boeing Retirement Workshops are offered in Auburn, Everett, and Tukwila. An additional Retirement Readiness workshop is offered at the Everett location.

The Boeing Retirement Workshop fills up fast as members want to know how the retirement process works, how pension benefits are calculated, different ways to collect VIP funds and information on retiree medical. The seminar is designed to give you the tools you need to make informed decisions about your retirement. To prepare for the workshop, review and print the seminar materials from the pension plans section for union-represented employees on the Boeing Benefits website (<http://www.boeing.com/benefits>).

The Personal Money Management Seminar is for anyone who wants a comfortable retirement or has other financial goals such as your child's college education or a new home.

Check the schedule and register for the workshop that is most convenient.

Upcoming Boeing Retirement

To register call QTTP at 1-800-235-3453.

QTTP Auburn, 1102 15th St. SW, 17-239.1 Bldg.
Feb. 10 OR Aug. 3
Noon to 2 pm AND 3 pm to 5 pm

QTTP Everett, 7710 Evergreen Way, 7-61 Bldg.
April 14 OR July 21 OR Oct. 20
11:30 am to 1:30 pm OR 3 pm to 5 pm

QTTP Tukwila, 6840 Fort Dent Way, 7-68.2 Bldg.
April 7 OR Aug 4 OR Nov 3
11:30 am to 1:30 pm OR 3:30 pm to 5:30 pm

Terwedo Retirement Readiness Workshop

QTTP Everett Office, 7710 Evergreen Way, 7-61 Bldg.
Feb 17 OR Mar. 22 OR April 19
11 am to 1 pm OR 3 pm to 5 pm
To reserve a seat at Everett, call 425-776-0446

Personal Money Management Seminar

QTTP Everett Office, 7710 Evergreen Way, 7-61 Bldg
Feb 23 OR Mar. 16 OR April 27 OR May 11 OR June 8
from 11 am to 1 pm OR 3-5 pm

QTTP Tukwila Office, 6840 Fort Dent Way, 7-68.2 Bldg
Feb 17 OR Mar. 17 OR April 14 OR May 19 OR June 16
from 11:30 am-1:30 pm OR

QTTP Auburn Office, 1102 15th St SW, 17-239.1 Bldg.
Feb 15 OR Mar. 15 OR April 19 OR May 17 OR June 21
from Noon to 2 pm OR 3-5 pm

To reserve seats for the personal money management workshops at any locations, call, 888-223-8311 or email: mmepugetsound@mmeeducators.org

New Book Explores 'Turbulence' at Boeing and its Impact on Workers

We've all witnessed just how much Boeing has changed since it merged with McDonnell Douglas in the late 1990s and how it has impacted our region. If you're interested in learning more about how these changes affected workers and managers, then you should read a new book titled "Turbulence: Boeing and the State of American Workers and Managers." The book examines the changes at Boeing from 1997 to 2006 and how the new corporate culture took the company in a new direction as viewed from the employees' perspective.

The authors (Edward S. Greenberg, Leon Grunberg, Sarah Moore and Patricia S. Sikora) tell the story through employees' comments gathered through



A new book follows the changes at Boeing in recent years and how they affected employees.

a series of surveys and interviews with a cross-section of Boeing workers (hourly, salaried and management). The book investigates how the merger, outsourcing,

downsizing and an ever-changing corporate culture that focuses on share value and cost cutting have impacted the company and its workers. Many 751 members made significant contributions to the book giving their personal perspective and a view of life working for the aerospace giant.

Join us Feb. 9 for an afternoon with one of the book's authors, Edward S. Greenberg, PhD (Political Science, University of Colorado), to learn about and discuss these important topics. District 751, along with the Harry Bridges Center for Labor Studies, is sponsoring the event on Feb. 9 from 2:30 to 4:30 p.m. at the South Seattle Community College Georgetown Campus (Building

A, Room 112, 6737 Corson Ave. S., Seattle).

Anyone interested in the history of Boeing (or corporate America) and how it has changed in the recent past would be interested in this book."

Join us for an afternoon with "Turbulence" co-author Edward S. Greenberg, PhD. Wednesday, February 9 2:30 p.m. - 4:30 p.m. South Seattle Community College Georgetown campus (6737 Corson Ave. S., Bldg A, Room 112) For more info email pcls@u.washington.edu or call 206-543-7926

751 Promotes National Wear Red Day on Friday, February 4

On Friday, February 4 Americans nationwide will wear red to show their support in the fight against women's heart disease on **National Wear Red Day**. This day of action is being promoted by the District 751 Women's Committee as part of a national awareness campaign for women and heart disease, which is the number one health threat to women. The campaign was originally created in 2002 to deliver an urgent wakeup call to American women.

Some statistics to know:

- One in four women dies from heart disease.
- Two-thirds of women who have heart attacks never fully recover.

Although significant progress has been made in increasing awareness among women that heart disease is their number one killer (from 34 percent in 2000 to 69 percent in 2009) most fail to make the connection between its risk factors and their personal risk of developing heart disease.

This campaign encourages women to



District 751 Women's Committee was joined by many District Council delegates and officers in encouraging everyone to take part in "Wear Red Day" on Friday, February 4 to promote awareness for women and heart disease.

talk to their doctor, find out their risk, and take action today to lower it.

So help raise awareness and wear red

on February 4 as a reminder for women to protect their health.

To find out more about women and

heart disease, visit The Heart Truth Web pages at www.hearttruth.gov.



In Renton, 751 member Catalino Antes works on wiring for the aft section of the P-8A Poseidon airplane.

\$1.6 Billion Navy Order for P-8A Poseidon

Continued from page 2

pean governments. And last month, the one working refueling boom Airbus had for its KC-45 tanker prototype was destroyed in a training accident.

The January contract award was a follow-on to the Navy's original contract with Boeing to develop the P-8A. Over time, the U.S. Navy plans to acquire a total of 117 Poseidons, which are designed to perform a range of missions, anti-submarine warfare, anti-surface warfare and intelligence, surveillance and reconnaissance. The P-8A is based on Boeing's Next-Generation 737 aircraft and can be armed with torpedoes, depth charges and missiles.

Along with the U.S. Navy, Boeing has been awarded a contract to supply the Indian Navy with eight P-8I aircraft, starting in 2013. Other international customers are expected to follow. Total orders from the United States and its allies could top 200 planes, analysts say, with a value of more than \$40 billion.

With the Pentagon expected to decide by March on whether to buy Boeing or Airbus refueling tankers for the U.S. Air Force, the record of success achieved by Machinists on Boeing's P-8A program should be a major factor, Wroblewski said.

"Our members have delivered the P-8A for the Navy and they stand ready to deliver for the Air Force as well," the union president said. "Nobody in the world has more experience modifying commercial aircraft for military use than our Machinists Union members, and we're proud to put our skills and experience to work keeping America safe."

Research Shows Anti-Union Laws Do Nothing to Help Economic Growth

Republicans in states like Indiana, Missouri and even Washington are promoting anti-union "right-to-work" laws as a solution to the high unemployment that continues to grip America in the wake of the Wall Street collapse that caused this Great Recession.

However, new research shows that these anti-union laws do nothing to help economic growth – and even suggests that passing new right-to-work laws could jeopardize the slight economic recovery the country has seen so far.

The research, by Professor Lonnie Stevans at Hofstra University in New York, looks at the 22 states that have adopted right-to-work laws, including Idaho, using data reported by the U.S. Small Business Administration.

Stevans found that:

- States with anti-union right-to-work laws don't have greater economic growth than union-friendly states like Washington.
- These anti-union laws have no influence on employment growth.
- There is no difference in the number of new businesses started comparing anti-union states with states that treat unions fairly.

In fact, the only measurable differences Stevans found between anti-union states and states like Washington is that fewer workers belong to unions in right-to-work states – and their pay averages 6.5 percent less.

In a second study, a Princeton University economics professor looked specifically at Idaho, which passed a "right-to-work" law in 1985. The Princeton study found a significant drop in wages paid to non-union workers in Idaho after the law passed, compared to other states.

However, workers in Idaho's Panhandle benefit from the fact that Washington doesn't have "right-to-work" laws, according to a study by the Economic Policy Institute. It found that when workers in a right-to-work state live next to a union-friendly state, employers in the "right-to-work" state have to raise their pay to compete.

The Stevans study at Hofstra also debunked earlier research that claimed that anti-union laws help states

attract new manufacturing businesses. Stevans found that "right-to-work" advocates "dramatically overstate" the benefit of anti-union laws, and when you look at a state's overall economy, any gains in manufacturing employment are off-set by the jobs lost in agriculture, fishing, mining and service industries – jobs lost because manufacturing workers have less money to spend for food, homes, goods and services.

That's enough to make a difference in today's economy, argues the group American Rights at Work. The group cites Federal Reserve Chairman Ben Bernanke, who said recently that the U.S. economy won't see sustained growth until rising wages spur more consumer spending.

Anti-union legislation would have the opposite effect by creating lower wages, the group argues. "Research indicates that rather than generating more jobs, legislators risk depressing wages

and impeding this economic recovery."

"Our economy is dependent on consumer spending," American Rights at Work concluded. "When workers don't have money in their pockets to spend, our economy suffers."

What is "right to work?"

Often called "right-to-work-for-less" by union advocates, the so-called "right-to-work" laws came out of the National Labor Relations Act of 1947. It allowed states to pass laws banning "closed shop" agreements between companies and unions – like the one between Boeing and the Machinists Union. Under closed-shop agreements, every worker is automatically enrolled in the union once they take a job or pay equivalent fees.

In "right-to-work states," workers can opt out of union membership – but the union still has to provide services to them, whether they are dues-paying members or not. This strikes at the heart of labor solidarity — because all the members in the shop are not working together for their common benefit – and it weakens unions' ability to negotiate on behalf of the members, which is the intent of anti-union advocates.

**RIGHT TO WORK
FOR LESS**

Sunrise Dental Opens Three New Offices

Recently, Sunrise Dental opened three new offices – all of which are represented by IAM 751. Because Sunrise employees are union members themselves, they are committed to serving Union families.

If you live in the area and are looking for a dentist, you might want to consider Sunrise Dental as an option. Following are their new office locations:

- **Sunrise Dental of Arlington**
3131 Smokey Point Dr. Suite 14A
Arlington, WA 98223
360-658-3131



- **Sunrise Dental of Bonney Lake**

20071 State Route 410 E.
Bonney Lake, WA 98391
253-862-1015

- **Sunrise Dental of Mount Vernon**

2121 Freeway Drive, Mount Vernon, WA 98273
360-848-6777

For a list of all locations, visit the website at: www.sunrisedental.com.

Rallying to Keep MLK Dream Alive

Machinists District 751 activists joined several thousand others in packing the gymnasium of Garfield High School, then marching through the streets of Seattle on March 17 in honor of Dr. Martin Luther King Jr.

The theme of this year's Seattle celebration was: "Many Voices United to Build the Beloved Community" and refers to Dr. King's vision of a world without hatred.



District President Tom Wroblewski presents a check for \$751 to help sponsor the MLK celebration.

Many of the 751 activists posed for a photo on Garfield steps before starting the march.



largest events honoring Rev. King in the nation. 751 does more than just participate on the day of the event. Several 751 members, including Abdul-aleem Ahmed, Clifton Wyatt, Lem Charleston and A.C. Darby, serve on the planning committee that meets for months to prepare for the event.

The day of tribute began with 22 different workshops that covered topics as varied as health care reform to violence prevention to steps to home ownership.

The 2011 rally program had special performances by the Leschi Elementary Children's Choir, El Centro Children's Choir and PNW Drumline. Featured speakers at the event were Claudia Kauffman and



Rev. Dr. Robert Jeffery Sr. The MLK Celebration Committee also honored the life work and legacy of longtime Committee member, the late Roberto Maestas.

A march and rally in honor of Dr. King in Everett was canceled due to snow, but a multimedia presentation of King's life and achievements went ahead as planned at the Everett Events Center.

Thanks to all who turned out to make the event successful.

Above: Scott Holtzclaw and Duy Tran proudly carried the 751 Human Rights banner in the annual celebration.



751 activists filled the streets and marched from Garfield High School to the Federal Building in downtown Seattle to keep Dr. King's legacy of social justice alive.

2011 ECF Board Ready to Serve

The Employees Community Fund (ECF) of Boeing Puget Sound has elected a new slate of board trustees for 2011. The trustees determined among themselves the various positions they would hold on the board. IAM Local F Vice President Robley Evans was selected as ECF President.

"It is an honor that the other trustees felt I could lead ECF in 2011," said Robley. "It is a lot of responsibility managing a \$10 million a year non-



profit. I hope to leave ECF a bit better when I hand it off to my predecessor – that is my goal."

Serving for two years, ECF trustees manage the day-to-day operations of the Puget Sound region's fund. Since 1951, Boeing employees have donated more than \$500 million to ECF Puget Sound, which celebrates its 60th birthday on Sept. 20. The companywide Boeing ECF is one of the world's largest employee-owned and operated charitable funds.



2011 ECF Board for Puget Sound (Front L to R): Patty Rhodes, trustee; Joyce Nugent, secretary; Andrea Hutchins, trustee; Bob Malone, treasurer. Back row L to R: Hourly representatives on the Board: Sukari Mdogo, vice president; Robley Evans, president; Renard Burnett, trustee; and Dave Hopkins, trustee.

Machinists Reach Milestone with 767

Continued from page 1

on the market in the mid-80s. For the first time, airlines could fly a plane smaller than a 747 on trans-ocean routes. The 767 was also the first twin-engine jet to be certified for 180-minute ETOPS, which means that it's so reliable that the Federal Aviation Administration allows it to be flown on routes where the nearest safe landing field is three hours away.

That combination of range and reliability opened up new markets for airlines between smaller cities. Today, nearly 30 years after its first flight, more people have flown across the Atlantic Ocean on 767s than on any other airplane.

A decision on the long-fought U.S. Air Force aerial refueling tanker contract could come soon. The Pentagon was set to make an announcement in February on whether it will buy 179 KC-767 tankers, or buy tankers from Airbus instead. Industry analysts say a decision probably won't be

made until March.

Whichever way the Pentagon decides, there's likely to be a hot debate in Congress between representatives from Washington and Kansas, who've backed the Boeing bid, and the handful of Republican Congressmen from Alabama who support Airbus.

The Machinists Union and its supporters in Congress are pushing hard to ensure that District 751 members continue building 767s for the U.S. Air Force for years to come, making the case that the Boeing plane is the right one for the mission, besides being cheaper to acquire and operate than the oversized Airbus plane.

In addition, going with Boeing would create more American jobs, which should be a factor, given that unemployment is close to 9.5 percent nationwide.

Finally, Boeing supporters note that the World Trade Organization ruled that Airbus had received more than \$20 billion in illegal subsidies to develop its aircraft family, including \$5.7 billion specifically for the A330



Business Rep Richard Jackson (r) answers questions from Donald Macula (l) and Vinny Composano.

airliner on which its KC-30 tanker is based.

"Airbus should not be rewarded for breaking international trade rules," Wroblewski said.

Yet the strongest argument in favor of the Boeing bid is the fact that thousands of skilled, trained and experienced Machinists are available to assemble it today, Wroblewski said. Airbus, on the other hand, hasn't even built its proposed Alabama factory, nor hired any workers.

"There's no question that every single Machinist on the 767 line has more experience than the entire Airbus tanker team in Alabama combined," he said. "We're about to deliver our 1,000th 767, and they've delivered zero."

The 767 is a proven airplane that Machinists know how to build, and they'd be proud to put their knowledge to work for America, Redrup said.

"The 'Six-Seven still has value to the airlines," he said. "Hopefully the Air Force will see that value too."



Ryan Blaisdell works on a 767.

Union: Cantwell Is Right to Seek Tanker Answers

Continued from page 3

vital technology "sacred within America's borders," he said. "If America is to remain capable of defending itself, we must not lose the vital capacity to produce the tools we use to defend our nation."

"Now is the time for this foolishness to come to an end," he said. "The Boeing tanker is the Air Force tanker."

"Even the French Air Force knows Boeing makes the right tanker," Bearden concluded. "That's why they have 14 KC-135 tankers, built by our members right here."



Senator Cantwell listens to 767 workers describe efficiencies reached in production and their extra effort to move the line while increasing production rates.

COMMUNITY SERVICE

Machinists Step Up to Help Family of Fallen Union Brother

In the last months before his death, District 751 member Walter Hillbrand worked hard to get his affairs in order, including making repairs to the house where he with his family in Stanwood.

There was one project Hillbrand couldn't get finished before he died of liver cancer in November — replacing the rotted wooden deck in their back yard. So in January, his Union brothers from District 751 went up to finish the job.

"It's marvelous," said his widow, Vicki Hillbrand. "It's been a blessing."

Hillbrand was diagnosed with terminal cancer last July. A 20-year Navy veteran, who spent most of his career maintaining jets at Miramar Naval Air Station near San Diego, he hired on at Boeing in 2007, and moved to Stanwood with his family: wife, Vicki; a daughter, Sabrina, now 14; and son C.J., who now is 12.

He was working on a 787 flight test team based out of Victorville, Calif., this spring when his co-workers started noticing that Walter wasn't well.

"He was having memory problems, and numbness in his brain," Vicki Hillbrand said. "They sent him home in May and we had an MRI done on him."

Doctors at first suspected he'd develop multiple sclerosis, she said, but tests came back negative. "We had so many tests

done on that poor guy."

But when he went in July for routine surgery unrelated to his illness, the doctors found the problem — his liver was riddled with cancer. "It was kind of like a mistake they found it," Vicki said. "It wasn't like he was sick or something."

Friends from the flight test team had put the Hillbrands in touch with District 751's Machinists Volunteer Program Chairman Robley Evans and Health & Benefits Coordinator Garth Luark. Evans and Luark went out to the Hillbrands' home in November to do an estimate on how much lumber would be needed to build a wheelchair ramp for Walter, to help him get in-and-out of the house for his chemotherapy treatments.

The cancer was going to take him eventually, but the doctors' goal was to use chemotherapy to give him extra time and maybe even get him healthy enough to return to work for a while, Vicki said.

"We thought he'd last a lot longer than four months."

But the cancer didn't cooperate, and within a week of Evans and Luark's visit, Walter Hillbrand was dead at age 56.

After his death the family no longer needed a ramp. But



751 volunteers replaced a rotted deck for the family of a member after he passed away and left a wife and two kids with no family in the area.



Mitchell Christian (l) and Jason Redrup put new wood on the deck.

the MVP Committee still thought it was important to do something to help the family of this

fallen Union brother.

"He's gone, but his family is not," said Luark.

The Hillbrand's deck was in shambles. A poor design had led to widespread rotting across the wooden surface, to the point that it wasn't safe to walk on it.

"Walter had put his foot through it," Vicki Hillbrand said. "He was lucky he didn't break his leg. We have five dogs and two kids, and it was an accident waiting to happen."

"When he got back to work, they were going to replace it; they just didn't have the money to do it then," Luark said. "It was unfinished business that he left behind."

So District 751 Machinists decided to finish it for him. Union staff and Business Reps donated cash for the family to pay off some bills at Christmas time, and bought lumber to rebuild the deck.

About a dozen Machinists Union MVPs turned out on Jan. 15 to tear out the old deck surface and replace it with a new one. They finished the job that afternoon, then celebrated with some birthday cake — coincidentally, Jan. 15 was Sabrina Hillbrand's birthday.

"It's made a world of difference," Vicki said. "We can go out there, now."

"You should see this deck," added Luark. "It turned out phenomenal."

Vicki said she's been touched by the support she's received, not just from the Machinists Union, but others in the community. She said she's determined to make a new life in Stanwood with her children.

"I believe God put us here in Stanwood for a reason," she said. "This is a great community, and a lot of people have come to help us out."

The Machinists were glad to help, Luark said.

"We're all family," he said. "We don't leave each other hanging."

You can find video of the deck rebuilding project on the District 751 YouTube channel: www.YouTube.com/IAMBuildingCommunity.



Business Rep Richard Jackson, Jeff Presteen, and Business Rep Jon Holden put siding on the deck while Jason Redrup, Jim Hutchins and Robley Evans observe.

A 'Harvest' to Help Others

Over the Christmas holiday, Machinists members and their families converged on the Northwest Harvest warehouse in Kent to help

Like a well-oiled assembly line, volunteers scooped, bagged, sealed, weighed, boxed and stacked frozen green beans for distribution to families through food banks across the state. By the end of the morning, District 751's volunteer crew had packaged 13,680 pounds of green beans.

The effort would feed over 3,908 families.

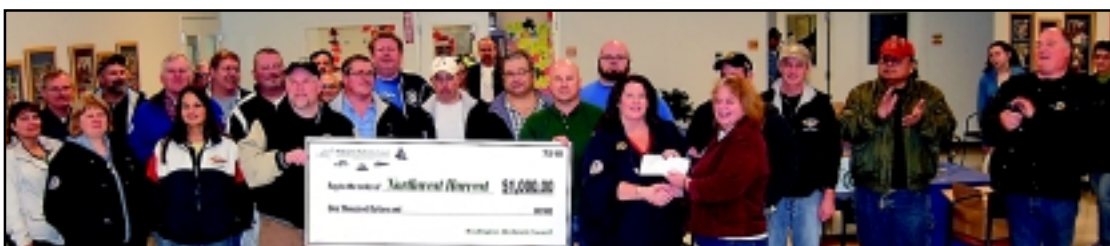
Many of the volunteers have made it an annual tradition over the holidays, as a way to give back to the community.

Beyond the tremendous volunteer effort, the Washington Machinists Council also presented a check for \$1,000 to help provide additional food for the needy in the state.

Members worked diligently in the "frozen" room — bagging and sealing 13,680 pounds of frozen green beans.



Above: The 751 volunteer crew pose for a group photo. Below the green bean assembly line had stations to assemble boxes, bag the beans, seal them, weigh them, package the bags — demonstrating teamwork and efficiency.



District Secretary-Treasurer Susan Palmer presented a \$1,000 check to NW Harvest on behalf of the Washington Machinists Council as 751 volunteers applauded.

Retiree Spotlight: Clara Atkins

by Rosanne Tomy

This month, our retiree spotlight highlights Clara Atkins. First hired at the Boeing Company in 1952, Clara later became a Machinists Non-Partisan Political League (MNPL) Representative and Organizer for District 751. She traveled the country as part of her legislative action working for MNPL and spent time organizing workers in Eastern and Western Washington. And she went above and beyond that – spending weekends and evenings working to establish Seattle’s A. Philip Randolph Institute with the AFL-CIO. Her dedication to the workers and families of Washington State is incredible and her experiences living through some of America’s greatest social and political changes give some interesting insight into what it meant to be a strong, successful woman in a generation that didn’t make that easy.

When were you born?
1926.

What was your first job?
I was a nurse right after High School. I got married one year after High School.

When did you move to Washington?
I moved to Washington in 1946 because my husband was in the Army at Fort Lewis.

Did he serve in the War?
Yes, the Korean War and World War II also. I sent for the discharge papers so he could be buried in the cemetery and I see that he has re-upped three times and I didn’t know that! He served in WWII and Korea. That’s where he got shot in Korea.

What made you apply at Boeing?
My husband worked there. He did 26 years there before he passed.

When did your husband get hired?
He went to work for Boeing two weeks after being discharged in 1952.

Was he involved in the Union?
Yes, he was a Shop Steward.

When did you first get hired at Boeing?
In 1952, I was working in Renton, B-52 Command Wing. Then I got pregnant with Sharon so I only worked a year because she was born in 1953. I left and went back in 1959.

When you came back, is that when you got involved with the Union?

Yes, I was in Local A as a Mechanic and became a Shop Steward. I was a Steward until I left to go as an Organizer.

What inspired you to get involved with the Union?

Things were so bad at Boeing. It was kind of good for somebody like me to be a Shop Steward because I would speak up.

What made you decide to be a Steward?
I felt like I could do the job. And I wasn’t afraid of supervisors.

Did you ever have trouble with supervi-

sors in your shop when you were Steward?

Yeah, because he didn’t like the woman’s attitude. So he took her off the sewing machine and put her gluing stuff together. I told him he couldn’t do that. He says, “I don’t like her attitude.” I told him he had to put her back on the machine by 10 o’clock or I’m calling the Union. I was working second shift. He was there at 10:30 so we got all of us together, the Shop Steward, the supervisor, and the general or whatever you call him. The general supervisor said “I’m afraid that you were wrong. I can’t see anything that she has done to make you put her off the sewing machine.” I wasn’t scared of him.

Did a lot of women in the shop have a hard time there?

Yeah, most of them did.

Was it difficult to be a female Steward?

No, I didn’t have any problems. I wasn’t the only female Steward. A lot of the men were scared to speak up, too. They were buddy-buddy with the supervisors and wouldn’t do anything for the members. I was with the Union and swore to do the Union job.

Over the years, did you see a change in how women were treated in the shop?

Yes I did. It took almost until I left there. They didn’t want any women. It was hard for a woman at that time. Women’s rights in those days were very little.

Did you experience any discrimination at Boeing before or after the movement?

Well no, not really. Not openly. But there was some.

Did you enjoy working for Boeing?

Yeah I enjoyed working for Boeing and picking on the supervisors. I sure did. I sure picked on them, too.

How did you get chosen to go to Leadership School for the Union?

I was a Shop Steward and they were sending all the Stewards to Leadership School. I asked, ‘why can’t I?’ He said “I guess we’ll send you to California.” There’s a bunch of them but I didn’t care as long as I got my foot through the front door.

Then when I was ready for Advanced, they said “you can’t go to University of Washington.” I said, “how many are going there?” He said “a hundred something.” So he says, “I’ve only got one opening and I know you don’t want to go there.” I asked “where?” He said, “University of Illinois.” And I said “I’ll go there!” He asked, “why do you want to go there?” I said, “I want to go where my voice will be heard.”

If you’ve got 100 of them, they’re not going to listen to you. I wanted to go where my voice would be heard.

How did you convince them to finally send you?

If they sent everybody else, I want to go too. I’m just as good as anyone else.

When were you first hired as an Organizer for the Machinists?

After I finished Leadership in 1969, I came back and put my hat in the ring for a Business Agent and Blankenship was a 14 year Business



Clara Atkins (l) has an amazing history with our Union – serving as the first female and black organizer, helping to establish A. Philip Randolph in Seattle, and speaking up against injustices her entire life. Ruth Render, Retired Club Secretary, accompanied Clara for her interview.

Agent at the time. Our vote count was 3 different. And Francis Neger picked me up as Organizer – he was our Territory Vice President.

Were you sent to other places to work on Organizing drives?

Yeah in Washington and we went down to Montana when they were having a mine strike. We got a lot of new members there too.

Were you an Organizer for District 751?

Francis Neger recommended me, so I was hired by District 751 for about a year.

Did you enjoy organizing?

Oh, I enjoyed it; I like yacking.

Were you still involved when you weren’t working Organizing anymore?

I was still involved as an MNPL Rep.

What did the MNPL Rep do?

We did voter registration to get out the vote mostly. They sent me all over for that. A whole bunch of places. Also working on campaigns.

Where all did you travel?

I was in Mississippi during all that. We went everywhere, we didn’t have no problems. I drove down to a meeting in Fresno, CA by myself then to L.A. and Oakland. And the hotel we had to stay in was in a bad area. I tell ya, I’ve been everywhere. I worked hard though – I had to.

What was the most difficult place to visit for the campaigns at that time?

When I worked over in Yakima, it was all... John Birchers and the Klu Klux Klan. It was a Republican area, and every time I opened my mouth, somebody would jump up and I’d hit my gavel and recognize them. I had long hair and it had water drippin’ off I was just that scared. And when I got ready to speak, you could hear a pin drop. I sold my Democrat Congressman over the Republican. And it was a Republican area! I went in there twice for him – two elections.

Did you have any other problems over there?

I didn’t have no problems. Just shut ’em down and shut them up. I was even over there with that kid who killed all the women – what was his name? Bundy. Oh yeah, I was in the same Motel with Ted Bundy.

I remember he said, ‘you want to go to the... something for the Republicans’ and I said, ‘no, I can’t go because I’m a Democrat.’ I was over campaigning for Rossellini and he was campaigning for Dan Evans. You know I’ve been around a long time now.

How did you find out that he had done those terrible things after working around him so long?

You really wouldn’t know... he was a nice looking kid, very respectful. My husband and I saw it on the news. I said ‘he couldn’t do it.’ And my husband said, ‘you don’t know what a person could do.’

What was your main assignment as MNPL Rep?

Every Democratic campaign. I was called there because I’m also the Founder of the A. Philip Randolph Institute in Seattle. I worked with the King County Labor Council and the State Labor Council – I

worked with everybody. I was a District 751 employee, but I did voter registration for the whole area. When I became the A. Philip Randolph Institute President, I had an office down at the King County Labor Council and there were 18 of us.

Was it year-round?

Yeah, they donated money and I hired kids at minimum wage to go out and throw out literature. I would drive around, I’d get so tired at night, and we got the job done. They don’t do that now, they get on the telephone. When you give somebody something and tell them to read it, they’re gonna think. But when you pick up a telephone, they forget before you finish saying it. So we went door-to-door.

Did you like going to the Legislative Conferences in D.C.?

Yeah, I went to Congressional Receptions when I was there. I met all of them.

Were you involved in any campaigns for other states?

If there was a tight squeeze somewhere else, they would send me but mostly here. I’ve even been in Magnusson’s campaign. I never will forget, somebody said “Maggie, do you know Clara?” He said, “oh yeah, we’re old timers!” Maggie was nice. I had a lot of fun. Hard work, too.

Did you hold any other offices with 751?

I did everything. Health and Welfare too. I even worked in Steilacoom.

What was your favorite part about working as District 751 Staff?

I got a chance to meet a lot of people. When I did the Health and Welfare I got a chance to go to Steilacoom and different places all over. I had one patient who had been married and he remarried, then he died. I went to see him and called his Business Agent because I asked him, “hey, had he changed his life insurance to his new wife?” We got a couple of the nurses and my business agent and we had him sign, he just could sign for his wife to get the insurance. And for years, they would call me and thank me for helping her. He died two days later. I did that job for quite a while.

What made you go back to Boeing?

I had to go back; they deleted my job. They didn’t want women at the time so I went back to the shop in Seattle. I worked in the C Shop. I was a Press Grade Operator. I ran for Local A. I was Bylaws Committee in Local A. When I went to Local C, I became Financial Secretary for Local C. But the big job, they didn’t want a woman to have.

When you went back to the shop after working for the Union, it was a different job?

Yeah, if you go out on Union leave, you’re guaranteed a job if you return to the shop. Just maybe not the same one. I couldn’t go back to the other one because there were layoffs.

Did you ever get laid off during your time with Boeing?

No. Every time it came to me, they sent me somewhere else.

Did you continue being a Steward when you got back in the shop?

Continued on page 11



she did the job

From an Aero Mechanic in the early 1970s. Caption read: Clara Atkins, 751-A, shows the “Crystal Coins” collector’s plate, a handcrafted creation presented to her by Congressman Mike McCormack. The 4th district Democrat made the gift to show his appreciation for her work on McCormack’s campaign and voter registration. She helped set a Yakima record of the most registered and highest vote in history for that city. The plate displays in clear crystal the complete set of 1964 US coins, the last year of silver coins.

RETIREMENT NEWS

January Retired Club Business Meeting Minutes

by Ruth Render,
Retired Club Secretary

The meeting was called to order by President T.J. Siebert on January 11. The Lord's Prayer was said followed by the flag salute and the singing of God Bless America.

Roll Call of Officers: All officers were present.

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

Financial Report: The November and December expense reports were read by Treasurer Betty Ness. A motion was made to accept the reports as read. **M/S/P.**

Business Representatives Report: The Business Rep report was read by retired member Jim Tgger.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Melvin Doty, Eddie Edwards,

Bud G. Huffman, W.C. Ockenden & Larry Renter. Sympathy cards were sent to the next of kin. Helen asked everyone to let her know if you know that a retiree is in the hospital so she can send them a get well card. Due to privacy laws we no longer receive this kind of information from the hospitals.

Legislative Report: Carl Schwartz spoke about the new health care bill and the fact that the benefits began January 1 this year. He recommended that everyone ask their elected representatives to vote against the repeal of the new health care laws.

Carl also spoke about the reasons why some legislators want to privatize Social Security and how we must continue to fight against privatization. He stated that the Legislative Committee meets at 10 a.m. on the second Monday of each month in the conference room across the lobby from the Retirement Club meeting. He said everyone is invited to attend and would enjoy seeing more people get involved.

John Guevarra also spoke about the threat to Social Security and read the draft of a letter he is writing to Senator Harry Reid after John heard Reid speak about Social Security issues on the "Meet the Press" TV program.

Birthdays & Anniversaries: December birthdays- Helen Lowe, Frank Prummer, Dan & Ardie Stachlowski.



Celebrating anniversaries or birthdays in December or January L to R: Mary & T.J. Seibert, Helen & Leroy Miller, Helen Lowe, Dan & Ardie Stachlowski, Frank Prummer, and Sonny Wirtha.

January birthdays: Sonny Wirth. December anniversaries: Leroy & Helen Miller – 62 years, Ray & Betty Ness – 56 years, Dan & Ardie Stachlowski – 54 years. January anniversary- T.J. & Mary Seibert – 47 years.

Good & Welfare:

John Guevarra reported the Retirement Club officers are concerned about membership growth. He was happy to read the write up in the *Aero Mechanic* about the special Veteran's Day program that took place during the November retiree meeting. He said this kind of article helps promote the club. He proposed getting together early this year to discuss and plan additional programs that will be beneficial to our retired members.

T.J. Seibert thanked everyone for the support he received last year. He is looking forward to serving as President again this year. He acknowledged the many volunteers who helped last year, in particular, those who helped with the retiree picnic and the Christmas dinner. T. J. also thanked George Braun for all the help he provides in the kitchen.

Betty Ness reported that she will be auditing the books the third week of January.

Adjournment: A motion was made to adjourn at 11:45 p.m. **M/S/P**



George Braun and Ann Rose prepare lunch for retirees attending the meeting.

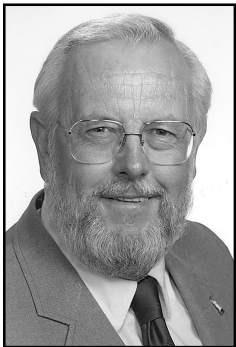
Ripley Championed Effort on Chemical Illness

On January 1, retired 751 Business Rep Bob Ripley passed away. Although he had been retired from union service since February, 1993, many will remember him for his tenacity in bringing national attention to the chemical exposure that caused more than 100 workers in the Auburn plant to become ill in the late 1980s.

The persistence he showed in representing and rectifying the chemical exposure was characteristic of his service to the membership over the years.

Bob hired into Boeing in 1967 as a milling machine operator. When issues began to arise in the shop, he accepted the position of Union Steward and began his involvement in the Union. He worked his way up through Union leadership, served two terms as Vice President of Local C followed by two terms as Local C President, as well as serving on the District Council (the Union's governing body).

Bob was first elected Business Representative in 1979, a position he was continually elected to until his retirement



Bob Ripley served as BR from 1979 to 1993

pushed forward and brought national attention to the situation when 20/20 did a story on the chemical illness. This media attention forced Boeing to take action to correct the situation," said Bailey. "We benefit today from Bob's efforts, which helped bring about Article 16 of the contract with our health and safety language and the Health and Safety Institute."

on February 1, 1993.

Throughout his career he was devoted to defending the rights of workers and would always speak up if something was wrong. His outspoken nature meant he was not always popular with the leadership of the company, but he did it for the members and because it was the right thing to do.

IAM/Boeing Joint Programs Co-Director Gayl Bailey applauded his efforts on the chemical illness.

"Bob was the one man who really listened to those workers and stood up for them. He didn't accept the report from the company doctor that said one person got a cold and they all caught it.

When others dismissed their claims of illness, Bob

RETIRED CLUB OFFICERS		
President	T.J. Seibert	206-329-0160
Vice President	Helen Lowe	206-523-9526
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		

Meeting Dates

• 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 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.

Union Retirees:

Congratulations to the following members who retired from the Union:

Kenneth Ames Jr	Luba Koroski
Diosdidit Bactol Jr	Anita Lemme
Lillian Baldwin	Christina Leslie
Robert Boulduc	Thomas Lindberg
Leslie Campbell	Clarence Long
Dega Day-Anderson	Jerome McDaniel
Julio Colon	Daniel Michael
Samuel Coumbs Jr	Bruce Olson
Debra Dore	Gregory Oltman
Phillip Dore	James Panlener
Elizabeth Fideline	Oscar Primivito
Bradley Foster	Glen Samuelson
Lina Gagnon	Reinhart Schaefer
Lewis Hargis Jr	Rocky Sitz
Dennis Fink	Charles Stearns
Robert Gokey	William Stratton Jr
Thomas Heffron	James Theiss
Nhan Hong	Robert Tift
Lori Hoerster	William Turner
Brian Holtslag	David Vincent
Cheryl Hughes	Frederick Wihlgren
William Johnson	Christine Wikstrom
Lavern Kerner	Clara Woodward
Willy Kliewer	Joyce Wray

Retired Members Check-In Form

Cut out the mailing label bearing your name and address attached to the front page. Paste, tape or staple the label in the space above. Place coupon in an envelope and mail to Susan Palmer, Secretary-Treasurer, IAM District 751, 9125 15th Place S., Seattle, WA 98108. The Union requests this information each year to ensure we have your current address. Please mail this coupon as soon as possible or call the information into the Dues Office at 206-763-1300 or 1-800-763-1301 or email the info to webmaster@iam751.org

NAME: _____ Last 4 digits of Soc Sec # _____

NEW ADDRESS: _____

CITY _____ STATE _____ ZIP _____

Attach Mailing Label Here

FREE

WANT ADS

FOR MEMBERS ONLY

ANIMALS

NICE 5 YEAR Kiger Mustang Mare Green-Brooke, need exp rider, very smart, sweet disposition, around 14 hands tall. 425-308-1462

AUTO PARTS & ACCESSORIES

4 SNOW TIRES, P205/70R-15, studded and mounted on rims, hardly used, on 2001 Buick Century, hubcaps and lug nuts too, \$250. 360-829-0062

AIRPLANES

SACRIFICE TO SELL Cessna airplane, 462.5, hangared, radio and xponder, 8 inside 9 out, make offer. 360-829-0719

COTTAGE INDUSTRIES

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

RETIREES FROM KSC shop 2-2165, 18-62 bldg, meet for breakfast monthly in Auburn, contact clintbonnie@hotmail.com for more info.

UNIQUE CHRISTMAS and Birthday gifts, personalized story books for children, 35 titles available, got to www.yourbookandmore.com, or send e-mail to yourbookandmore@gmail.com

FRESH SEAFOOD, local and worldwide selection of fresh seafood, salmon, live oysters, clams, mussels, halibut, lobster, Dungeness crab, king crab legs, smoked salmon, pickled salmon and herring, cod, packaged for travel or shipped anywhere within the USA, located on the corner of Hewitt Ave and W Marine View Dr in Everett. 425-258-1987

WANT A SUPER CLEAN home you can be proud of? Need personal errands? Look no further! Years of licensed experience, many referrals, free estimates. Call Diana 206-949-6178

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

ENJOY FOOD? Contact me to host a Tastefully Simple Party to earn free food, earn 50% more in January. 425-338-9090

LICENSED, EXPERIENCED real estate broker available to answer all your questions, call Von Provo, Admiral Real Estate. 425-359-0165

MONTANA YOGO SAPPHIRES! Find them in your own backyard, Yogo made enterprises, yogopaydirt.com

ELECTRONICS & ENTERTAINMENT

ORGAN – ELECTRONIC – THOMAS – speakers, sheet music, ideal for small church or club room, beautiful. 206-932-6141

FURNITURE AND APPLIANCES

3 END TABLES, \$20, \$25, and \$10. 253-835-1832

Circle One:

ANIMALS
BOATS
TOOLS
HOUSING
AUTO PARTS & ACCESSORIES

ELECTRONICS & ENTERTAINMENT
FURNITURE & APPLIANCES
RECREATIONAL VEHICLES
MISCELLANEOUS

PROPERTY
RECREATIONAL MEMBERSHIP
SPORTING GOODS
VEHICLES
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 Feb. 17th!

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 Feb. 17th

CAL KING PLATFORM bed w/ storage, 37" tall headboard, dark wood, missing right half six drawer unit, great project for carpenter, \$50 OBO. 253-845-0897

THREE CUSHION DUAL RECLINING sofa, rocker recliner, both sage green microfiber, good condition, wood coffee table with oak finish, \$250 for all three, will sell separate, you haul. 425-327-3133

LARGE BROWN COUCH with mottled brown cushions, leather, also large foot rest, \$350. 425-743-4575

WASHER & DRYER, \$100 both. Steamer \$75. 253-835-1832

KITCHEN TABLE & 4 CHAIRS w/ leaf, \$24. 253-835-1832

ALMOST NEW ROSE sitting chair, \$25. 253-835-1832

HOUSING

CLOSE TO EVERETT PLANT, malls, I-5, 2bd/2ba, 2 car garage, shop, 13,504 square ft lot, view, dead end, built 1991, well maintained, \$230,000. 206-697-0468

KONA HAWAII OCEANFRONT CONDO, enjoy spectacular views, 2bd/2ba condo w/ private lanai, pool Jacuzzi, see www.banyantreecondo.com for more info, \$1025-\$1175/wk, Boeing discount pays for taxes. 206-938-9214

MUKILTEO RESIDENT LOOKING for house-mate, will have own bedroom, bathroom, and garage parking, along with shared common living areas, this offer is available in second week of February 2011. 206-920-5295

3 LARGE BEDROOMS, SPACIOUS DINING and living room, wood stove, large rec-room, inexpensive to heat, insulated with triple windows, garage with shop, level, fenced, 1/3 acre in Burien, \$199,995. 360-435-2430

MISCELLANEOUS

TWINE in all colors, blue, white, rolled onto a cardboard making a nice large bolt of twine for tying, \$2/bundle. 253-228-5734

MTD CHIPPER-SHREDDER, 5 horsepower, maximum diameter 2", \$200. 253-630-5120

MYD YARD MACHINES CHAIN drive tiller, \$175. 253-630-5120

CABINET TYPE SINK with faucets attached, in new condition, \$25. 206-935-6535

SNOW SKIS with binders, \$20. 206-935-6535

TANK TYPE WET DRY vacuum cleaner, \$15. 206-935-6535

PROPERTY

SIDE-BY-SIDE plots, Washington Memorial Cemetery, \$5000 for both. 206-243-7428

NEW YEAR SPECIAL – your own deeded 2 bedroom, 2 bath condo on beautiful Lake Chelan, always on opening weekend at fishing season, \$2500 plus yearly due. 253-846-2071

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran's section, 2 or more \$1425 each, 6 available if you want a family section. 360-494-4118

CEMETERY PLOTS, side by side, Greenwood Memorial Park, Renton, \$8000 each, across from Jimi Hendrix Memorial. 206-772-1053

5 WOODED ACRES just a few minutes east of Arlington, WA, very quiet and private, underground power and telephone to property, \$49,995. 360-435-2430

RECREATIONAL MEMBERSHIP

GOLDS GYM Membership 1 year – 1 member or 6 months for 2, \$900 value for \$400 cost to you, good for Issaquah or country village gyms, Everett. 253-854-2068

RECREATIONAL VEHICLES

1991 CARIBOU CAMPER 11.5 ft, fully self contained, also 1989 F250 Camper special with canopy – package price for all \$5000, leave message with number. 253-925-5738

SPORTING GOODS

RIFLE/SHOTGUN w/ ammo, \$200. 425-743-4575

DAMON HOWATT TRIUMPH recurve bow, 40 lbs @ 28", \$200. 253-630-5120

SHOTGUN SHELLS, 12 gauge. 206-932-6141

TOOLS

6 EACH 7 1/4" CIRCULAR SAW BLADES, 5/8 round arbor hole, \$4 OBO. 206-878-0601

24 INCH HAND CARPENTER SAW, \$2 OBO. 206-878-0601

SEARS 10 INCH RADIAL SAW comes with work bench and 9 saw blades, \$130 OBO. 206-878-0601

2 SETS OF 40-PIECE metric and inch combination 3/8 and " drive, \$5 OBO. 206-878-0601

48 INCH LEVEL, \$3 OBO. 206-878-0601

FLOOR JACK, 1 ½ ton, lift 12 inches, \$3 OBO. 206-878-0601

VEHICLES

90 SUBARU LOYALE wagon, 4WD, 5 speed stick shift, good condition, original owner, call 10 AM to 2 PM, \$1195. 253-846-7707

'96 CHEVY MONTE CARLO 2 door, maroon, spotless, good tires, \$3000. 425-226-0431

1989 MAZDA B2200 EXT CAB, 124K miles, perfect interior, new stereo, alarm, fog lights, tinted windows, and much more, 100% reliable, \$2300. 425-785-6655

1999 DODGE DAKOTA truck bed liner, good condition, \$10. 425-785-6655

1999 DODGE DAKOTA SILVER truck canopy, LEER fiberglass, perfect condition, no leaks, \$500. 425-785-6655

2005 F350 4X4 CREWCAB lariat package, one owner, non-smoker, excellent condition, always been garaged, toolbox in back, wheel hitch, low miles 42K. 253-841-7108

1988 RED CORVETTE COUPE, automatic, low miles, all power, includes: Borla stainless steel dual exhaust system, 2 tops, new Sony MP3 player, \$12,900 OBO. 360-221-0720

Aero Machinists Inc Meeting - March 8, 2011

Aeronautical Machinists Inc., which owns and operates the Union's buildings and property will hold its annual meeting on Tuesday, March 8 in the District Council chambers at the Seattle Union Hall (9125 15th Pl. S.) immediately following the 5:30 p.m. District Council meeting. Every member of a Local Lodge affiliated with District 751 can vote on the business at the Aero Machinists Inc. meeting.

DO PATRONIZE:
The following businesses that employ fellow IAM 751 members:





Check them out at:
unionhomeservices.com
or call 1-877-779-0197

Seattle Foundation Offers Scholarship for Members' Children

Are any of your children getting ready to start college next year? Are you, like many parents this time of year, wondering where you are going to find the money to pay their tuition? Well, the Seattle Foundation has an awesome opportunity for the children of District Lodge 751 members working at Boeing that may just help you answer that question.

The Reita Cruze Scholarship has been established to honor and provide financial support to deserving high school seniors who will be pursuing a career in the business world and have been accepted to one of four universities in our state: Seattle University, University of Washington, Washington State University, and Western Washington University.

Eligibility requirements are as follows:

- Must be a son/daughter of a Boeing employee who is on the active payroll and has been with the Boeing Company for a minimum of 10 years.
- Must be a current high school senior



who has been accepted as an incoming freshman to either Seattle University, University of Washington, Washington State University, or Western Washington University.

- Must be able to demonstrate financial need, as substantiated by the enrolling institution. Parents or guardians are asked to submit a brief explanation of their need for financial support of their child's college education.

- Must be pursuing an academic curriculum that will prepare one for a career in the business world.

- Must demonstrate leadership skills and community involvement.

If your child meets these requirements, the application and requirement information can be found on the District 751 website at www.iam751.org/pages/kidscholar.htm. Don't delay!

Deadline: Applications are due no later than March 1, 2011.

Retiree Spotlight: Clara Atkins

Continued from page 8

I stayed a Steward in the shop and I continued being the Financial Secretary.

Did you work the rest of your career until retirement at Boeing?

Yeah, I worked there until I retired June 1, 1981.

Are you still active with the A. Philip Randolph Institute?

No, I resigned in March of 1978 when my husband was sick. He was up at Providence Hospital. My husband said to me, "Clara, it's all yours, I don't think you should have done it." That was Friday and Sunday night at 12:30, he left us. We were founded in 1969 and I resigned in 1978.

What was the Institute initially founded for?

A. Philip Randolph, who was a black man, was the Organizer of the Sleeping Car Porters. The AFL-CIO has an office of the A. Philip Randolph Institute so they sprang up all over to get all black people registered. That's what we really were for. It's mostly politics.

Did you notice many changes at Boeing between the time you were hired and when you retired?

Well, it went from a \$1.85 an hour to about \$25 an hour. When I started working in 1952, they were paying \$1.85. It was a lot different when I first went in. I had to have a permit to work at Boeing

because we couldn't join the Union.

If you could give a new member some advice today, what would it be?

Support your Union 100% and do a good job for the Company. You have to do both.

Do you think the younger generations understand what your generation went through?

No, they don't understand. They don't appreciate working. The things that we went through, they're not going to go through. They're not going to work as hard as we did either. They think something should be given to them.

What would you tell new members about getting involved?

I would tell them if you're not involved in the Union, and you didn't have a Union shop you'd probably be working for pennies. The Union is why the salaries are what we are making today.

It's been said that the younger generations don't believe you need a Union. What do you think of that trend?

Dummies. They would throw you out if you don't have a Union. You'd be getting paid half of what your salary is.

How can members help more people understand the importance of Union membership?

Well, you've got to talk for the Union if you're Union.

Bill Offers Tax Credit for New Aerospace Jobs

Continued from page 3

learn.

Once they graduate, they earn full journey-level wages, which average \$53,000 a year, plus benefits, according to the most-recent data from the Washington State Workforce Education and Training Coordinating Board.

For companies, apprenticeship offers a chance to tailor the training new employees receive, giving new employees both hands-on and theoretical training in the skills they'll need to succeed at their new companies. Studies have also found that companies that have apprenticeship programs have lower employee turnover and higher employee morale.

For individuals, an apprenticeship offers a chance to earn wages while learning a trade, making the apprenticeship model an attractive career path for those who can't afford college.

And for Washington's aerospace industry, apprenticeships offer an opportunity to

transfer the decades of hard-won knowledge held by soon-to-retire manufacturing workers to the next generation, thus retaining our state's industry leadership.

"The average age of Washington aerospace workers is 49," Brown said. "Our region has a five to 10-year window to transfer the knowledge of the current aerospace workforce."

State taxpayers would also benefit, in that the bill aims to put 100 people to work, earning wages and paying taxes.

The proposed bill would help with all that by making it less costly for aerospace companies to hire apprentices, Brown said.

"The apprenticeship training system helps generate additional jobs while taking advantage of the tremendous depth of experienced aerospace workers in the state," he said. "It will produce master aerospace technicians, who will in turn provide on-the-job training for future employees, and those who have received less comprehensive training."

Union Conducts Successful Negotiations at 22 Companies

Continued from page 1

agreement, you can get an agreement," Wroblewski said. "But if you treat negotiations like a contest, and go into them with a mind-set that the other side is an enemy that you must defeat, then it gets really hard to reach a deal that's good for both sides."

"Most of the employers we deal with get that; they work with us and we get good contracts," he continued. "Boeing, unfortunately, is the exception. Their negotiators come in looking for a fight. For all their Ivy League educations, the Chicago gang doesn't seem to understand the concept of 'win-win.'"

Wroblewski pointed to two contracts ratified by aerospace parts suppliers as being especially significant.

In June, some 335 Machinists working for Triumph Composite Systems in Spokane ratified a three-year contract that gave industry-leading job security. The contract guaranteed that each of the workers on the payroll on the ratification date will have a job for the duration of the agreement.

And in November, 115 Machinists working for Pexco – a Union Gap company that supplies plastic components for aircraft interiors – ratified a four-year deal that also included job security gains. Pexco agreed not to do any subcontracting that results in the layoff of regular workers or prevents the recall of any laid-off workers.

These moves are in stark contrast to the record of Boeing, which has gutted its Puget Sound workforce since its 1997 merger with McDonnell-Douglas, in favor of widespread global outsourcing that has led to problems like the well-publicized delays on the 787 program.

"Our members, whether they work in aerospace or not, hold high-skill jobs in industries that demand precision work," Wroblewski said. "It can take years to master some of these skills, so it's really in the best interest of companies to keep our members on the payroll, rather than laying off all of them today and hoping you can find enough qualified people to replace them later."

"Most of the companies we work with understand this," he added.

Health care benefits also were an important issue with all of the companies. But unlike Boeing – which has jacked up health care benefit costs for its non-union work-

ers and is threatening to do the same to union workers in the future – most of the employers in 2010 were reasonable. At Pexco, for example, management agreed to keep health-care benefit costs for workers the same for the next four years. And at defense contractor L-3 Communications, the company introduced a new health-care plan that would lower out-of-pocket costs for employees.

Pensions also were an issue in 2010's negotiations. Wroblewski noted, however, every bargaining unit that had a defined-benefit pension in their last contract maintained their pensions in the new contracts. And in some cases, the employers agreed to make significant increases in their pension fund contributions.

That again is in contrast to Boeing, which took away pensions for new hires at its St. Louis plant and has even tried to take away 401(k) matches for some of its unionized defense contractors.

While the aerospace industry is experiencing an upsurge, thanks to a global demand for aircraft, many of the companies outside the industry have struggled during the recession, Wroblewski noted. Many of them have laid off workers, and with those companies, the new contracts were naturally less generous, he said.

But even among those companies, there seems to be a recognition that retaining experienced and skilled hourly workers will be a key to their current survival and future growth, Wroblewski said.

"All our employers are bottom-line focused, all of them must turn a profit to survive and many of them must answer to shareholders and Wall Street," he said. "But most employers also understand that profits don't generate themselves. Without skilled workers, you can't build the product or provide the service that your customers pay for. And one of the best ways to attract and retain those workers is to offer superior wages and benefits, which is the kind of thing a union contract guarantees."

That is how unions can help companies be successful, Wroblewski said, and why it's important for labor and management to work together, not against each other.

"As we saw in 2010, most employers understand that concept," he said. "Our goal for the next two years is to ensure that all the companies our members work for – from the smallest to the largest – also learn that lesson."

2011 IAM Scholarship Competition

The IAM Scholarship Competition is open each year to members of the IAM and their children throughout the United States and Canada.

Awards to members are \$2,000 per academic year. They are granted for a specific period from one to four years leading to a bachelor's degree or a two-year vocational/technical certification.

Awards to Children of Members are: College: \$1,000 per academic year. All awards are renewable each year, until a bachelor's degree is obtained or for a maximum of four years, whichever occurs first.

Vocational/Technical School: \$2,000 per year until certification is reached for a maximum of two years, whichever occurs first.

Eligibility for Competition

Any applicant must be either--

- an IAM member, or
- the son, daughter, stepchild or legally adopted child of an IAM member.

Child of a Member Applicant--

- Must have one living parent with two years of continuous good-standing membership up to and including the clos-

ing date of February 25, 2011;

- Must be planning to graduate during the winter or by the end of the spring 2011 school year (i.e., normally a high school senior);

- Must plan to take a regular college or vocational/technical program on a full-time basis, maintaining qualifying grades;

- Will be eligible if the parent died after the son or daughter entered high school, if the parent had two years of "continuous good-standing membership" at the time of death;

- A "continuous good-standing membership" is understood to be a period of membership during which the member continuously has paid monthly dues uninterrupted by withdrawal cards;

- The IAM member must maintain continuous good-standing membership throughout the life of the award.

For information on rules of eligibility or to obtain an application form, visit www.goiam.org/iamscholarship. **NOTE: Completed Application Packets must be postmarked no later than February 25, 2011.**



EASTERN WASHINGTON

Machinist at Triumph Takes the Lead on Safety

Carl Andrews enjoys his job at Triumph Composites Systems as a Product Mechanic B. Yet in addition to his regular job, for the past five plus years he has served on the Site Safety Committee. Beyond just serving on the committee, he has stepped up to become a ‘safety focal’ of sorts and fulfilled a vital role in ensuring the workplace is safer.

Like anything he gets involved with, Carl took ownership of the safety program and has become the go-to guy for most safety issues in the plant. He credits much of his knowledge to the extensive training at the International Chemical Workers Union Council Center for Worker Health and Safety Education in Cincinnati where he received Chemical Emergency Response Training (HAZWOPER) and Train the Trainer training.

This indepth training provided the expertise for one of his most visible safety projects –the completion of job hazard assessments for each job so members can know what they are exposed to on the job. In addition, the assessments included recommendations on the proper personal protective equipment (PPE) needed for that work.

Initially, Triumph hired an outside industrial hygienist to perform the hazard assessments and write hazard communication for all jobs, but part way through the process, the hygienist accepted a position with another company – leaving the project incomplete.

Recognizing Carl’s commitment to safety and extensive training background, Triumphasked Carl to complete the project. “Triumph let Carl use the skills he learned in training to help all the workers here in Spokane,” said Business Rep Steve Warren.



Carl Andrews, a member of the Safety Committee at Triumph, shows hazard communication tip sheets he put together for jobs throughout the Spokane plant.

He proceeded to perform job hazard assessments throughout the facility so members know what they are exposed to, as well as assessing what personal protective equipment is needed for each job.

From the assessments, he put together hazard communication tip sheets – making them easier to read than traditional Material Safety Data Sheets (MSDS).

“The idea is to tell people what they need to know to be safe at their job in non-technical terms. It is more of an at-a-glance flyer and something people might actually read through and apply to their own situation,” Carl noted.

It took over a year to complete the assessments and tip sheets and remains an ongoing project since none of the sheets are etched in stone. As different materials are brought in, Carl makes modifications to the sheets to reflect the changes.

But he is quick to point out the impor-

tant role others on the Safety Committee play. “I want to thank and give credit to the rest of the Safety Committee for their support and assistance in getting answers. We work together to solve the issues that arise,” said Carl. “Collectively we are much more effective. Each member is a valuable part of the team that makes Triumph a safer place to work.”

Yet the hazard tip sheets are just one of the high impact projects Carl has taken the lead on. He also performed research when a new glove with a Nitrile palm and knit backing was introduced. While the safety chart indicated the gloves in question were approved for use with chemicals in the area, he discovered issues with the chemical resistance of the Nitrile glove. The manufacturer claimed since workers don’t touch the chemical with the backside of their hand,

the gloves were safe and the Nitrile palm provided proper protection.

Carl wasn’t convinced and investigated further. He asked the glove supplier to run specific tests against the materials they were using at Triumph, and also conducted his own tests. After using the gloves with formaldehyde, he looked inside with a flashlight and discovered tiny pinholes in the palm of the glove – revealing that employees were not protected from the chemicals.

“The test ended debate on using those gloves. Even though it was more costly to change gloves, Triumph did the right thing and addressed the safety issue by getting different gloves,” said Carl. “I tried to work with the glove manufacturer, Triumph and the employees so we are safe and keep production moving. Triumph is very good about taking care of safety issues.”

With his keen interest in safety and Triumph’s commitment to safety, Carl will continue to get training and address issues as they surface. He continually pushes for air samples when they set up a new area or bring in new materials to ensure it is safe before anyone begins the work.

“Employees regularly come to me with issues, and I just work to get them fixed,” stated Carl. “We are getting better about documenting it so we can share the information in case another area has the same sort of issue.”

If you work at Triumph or one of the other companies in the Spokane area and have a safety concern or questions on MSDS sheets, Carl would be happy to assist. Contact him via email at cwandrews@triumphgroup.com.

Local 1951 Steward Drives Machinists Car to First Place

If you had any doubts that Machinists are winners, look no farther than Local 1951 shop Steward Wayne Griffith.

The Pexco extrusion operator is the two-time defending points champion dirt-track racer at the Central Washington State Fair Raceway in Yakima. And the Ford Probe he races in the Hornet class sports a big bright Machinists Union sticker.

“A race car looks better with stickers on it,” Griffith said. “I just asked if I could throw a sticker on the car and they got me one.”

This will be Griffith’s sixth season racing dirt-track cars in Yakima.

It all started one night when he went to the races and “ran into my cousin, who happened to be racing.”

Intrigued, he decided to get into racing, spending a lot of his time off the next few years up to his elbows in his garage, working on his car.

It took time to “kind of get the hang of it,” Griffith said. This isn’t normal freeway driving, he noted: “You’re out on a dirt track with a front-wheel drive car. You’ve got to get the car set up so it’s drive-able and you won’t wreck.

“Once you get the hang of it, boy, it’s a lot of fun.”

The Hornet class Griffith competes in is the entry-level class. Racers drive cars with four-cylinder stock engines on a three-eighths mile dirt oval. Speeds top out around 60 mph, which is plenty fast should you go into the wall, Griffith said. He’s flipped once. “I didn’t get hurt, but I felt the impact.”

But Griffith hasn’t spent all that much time on the wall. He won his first race in May 2008, and was the top finisher among the Hornet class racers in the track’s season-long series in both 2009 and 2010.

The dirt track season in Yakima starts in April and runs into September, with Saturday night races twice a month. Racing, or preparing for racing, takes up much of his free time, Griffith says.

“I spend all summer, pretty much most of my time off in the garage with the cars,” he said. “I’ve got two kids, and when they’re in school, I’m working on it.”

Griffith’s going back to night shift this spring, and when he does, “I’ll get off work about 5 a.m., and go to the shop till about 8 then go to bed.”

His new project is putting together an eight-cylinder Pontiac TransAm that will allow him to race in the more-competitive “Pure Stock” class.



Local 1951 Union Steward Wayne Griffith has proven his driving skills. He was the top finisher among the Hornet class racers at the Washington State Fair Raceway in Yakima in both the 2009 and 2010 seasons.

Like his first race car, this one will also sport a big IAM logo on the hood, Griffith said.

The Pexco workers joined District 751 in 2007, back when the company was called Filtrona. The Union Gap company produces a variety of plastic components for the aerospace and automotive industries, with Boeing being its largest customer. In 2010, the 130 union members there ratified a new contract that improved pay and job security, while keeping health-care costs steady.

Griffith says he asked District 751 Business Rep Steve Warren for the sticker – which is big enough to cover half his car’s hood — after the Pexco workers joined the Machinists Union.

“I’ve always been a union guy,” he explained.



Wayne Griffith will be entering his sixth season racing dirt-track cars in Yakima. Above: His car before he began displaying the Machinists gear on the hood. He and coworkers voted to unionize at Pexco in 2007.