

Investments for Tomorrow's Workforce

District 751 President Tom Wroblewski praised a \$3 million state investment in aerospace job-training programs, and pledged the union's support in helping Boeing to ensure the state of Washington remains the world leader in aerospace manufacturing.

"We are working diligently with our partners at Boeing to ensure that we have the most skilled workers in the world today and into the future," Tom Wroblewski said. "We have been meeting with the company and are excited at the partnerships we have formed to reach our workforce training goals."

Wroblewski was one of the speakers at a May 16 press conference inside Boeing's Renton plant where Washington Gov. Chris Gregoire announced she is committing \$3 million in federal workforce training funds to the aerospace industry.

Wroblewski shared the stage with Renton Business Reps Joe Crockett and Tommy Wilson, and a dozen District

751 Machinists.

The money – which includes funds for new equipment at the Inland Northwest Aerospace Technology Center in Spokane — will be enough to train about 500 Washington state residents for aerospace careers, the Governor said.

"This investment is a double win for Washington state," Gregoire said. "It helps those individuals negatively impacted by the national recession receive training to move toward a stable and good-paying career. And it ensures our aerospace workers have the cutting-



Machinists Union members in Renton shared the stage with Union and Boeing leaders as Governor Gregoire announced \$3 million in federal workforce training targeted for the aerospace industry. Inset above: District President Tom Wroblewski talked with media about our efforts on training.



edge skills needed to design, build and maintain the aircraft of tomorrow – helping our 650 aerospace companies grow and create new jobs."

Wroblewski agreed. "We at the Machinists Union know that workforce training and education are key to retaining

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Delivering Our Message Face to Face in D.C.

A most unusual thing happened on the way to the 2011 IAM National Legislative Conference; or rather the most unusual thing **didn't** happen. There was no lobbying for a U.S. Air Force tanker.

For the past decade, the tanker contract has been the central focus of your Legislative Committee. That decade of effort finally paid off on February 24 of this year when the Air Force announced that Boeing would build the next-generation tanker right here at home.

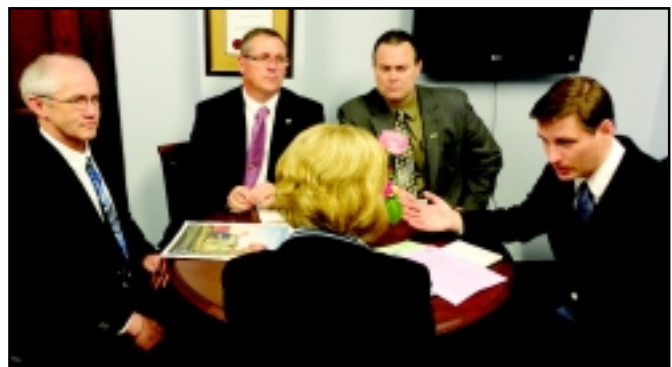
While there was still some lingering celebration of this huge win for our union, there was plenty of work to keep your

Legislative Committee busy in Washington D.C.

The issue of foreign trade and opposition to the proposed Korean, Colombian and Panama Free Trade Agreements (or FTA's) moved to center stage for our union's work in 2011. These trade agreements will cost Americans their jobs, Columbian unionists their lives, and provide a more secure foreign tax haven for this nation's wealthiest individuals and corporations. These FTA's will also further damage American domestic manufacturing.

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Right: Union leaders meet with Senator Patty Murray.



751 delegates Paul Veltkamp, David Henry and Rich McCabe, along with an IAM delegate from NLEE meet with Congressional staff.



NLRB Case Moves Forward

The next stage in the National Labor Relations Board's complaint against the Boeing Co. will get underway this month in a federal courtroom in Seattle.

Unless there's a last-minute settlement, the company will have to go before a judge to answer a federal attorney's allegations that top executives broke the law when they moved 787 work from Everett to South Carolina in retaliation for Machinists Union strikes in 2005 and 2008, and to threaten union members with further job losses should there be strikes in the future.

That hearing is set to start on June 14, when lawyers for Boeing and the NLRB will make preliminary motions before the judge.

After several days of that, attorneys for the parties will start calling and questioning witnesses and presenting other evidence. The hearing is likely to last for several weeks, with a decision to come later.

After the judge makes his or her ruling, the losing side will have the right to appeal the decision to the National Labor Relations Board itself in Washington, D.C., and NLRB decisions can be appealed into the federal courts.

Attorneys for District 751 will be in the courtroom on June 14 to represent the interests of the union, but at this point, the case is in the hands of the NLRB, which is pursuing it in much the

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COLA Generates 27 Cents Effective June 3

Effective June 3, 2011, a 27 cent cost-of-living adjustment (COLA) will be added to the hourly wage rate for IAM members at Boeing. This brings the total hourly COLA gain under the current contract to 31 cents

The 27 cents was gen-

erated for the quarter February, March and April 2011. COLA is generated quarterly under the IAM contract with Boeing and is based on the federal government's Consumer Price Index. The next quarterly COLA payment will be September 2, 2011.



Top-Notch Technicians

Members at Pacific Power Products keep engines running on all types of trucks

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Peddling Politics

Top recruiters honored as MNPL Drive generates additional money for legislative efforts

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REPORT FROM THE PRESIDENT

Truth About the NLRB Case: It's About Our Jobs in Everett

by Tom Wroblewski, District President

We've all heard it said that "truth is the first casualty of war." What I've learned lately is that the same is true when government law enforcement agencies take action against large American companies that have powerful political allies.

What I'm talking about, of course, is the recent National Labor Relations Board complaint against the Boeing Co., where the truth has taken a beating from Boeing, Republican lawmakers and Rupert Murdoch's conservative media outlets like Fox News and the *Wall Street Journal*.

Last month's *Wall Street Journal* opinion piece written by Boeing CEO Jim McNerney was a great example of this. In it, Mr. McNerney was quick to pat himself on the back for investing during a recession to build the new 787 plant in Charleston and create new American jobs. His fans in South Carolina — like Sen. Jim DeMint and Gov. Nikki Haley — have argued that Boeing should be allowed to do what it wants to its Puget Sound workforce, because America needs those South Carolina jobs.

Really? Maybe it takes a Harvard MBA to understand this, but I can't see how taking thousands of jobs away from our members in Everett and giving them to South Carolina workers grows the U.S. economy at all. If anything, the Charleston move *hurts* the American



economy, because those workers are paid less than we are, meaning that there's less money circulating among our nation's working people. Mr. McNerney and his fan club like to talk about jobs they're "creating" in South Carolina, but they conveniently omit key facts about the cost Everett will have to pay.

Right now, we have more than 3,300 District 751 members working on 787s in Everett. Some of them are working on the main assembly line. Many of them are re-working the 39 planes Boeing has stacked around Paine Field, waiting for the Federal Aviation Administration to certify the 787 for passenger use. Once that happens, all the planes that are already finished will have to be modified so that they conform to the FAA's standards — which will be no easy task, given all the problems we've had due to the failed outsourcing plan for the 787.

Some of our union members are also starting work on the second 787 line in Everett — the so-called "surge line." You've probably heard about the company's plan for that: they're installing tooling and fixtures in the Everett factory so that our members can build up to three airplanes a month — tooling that's identical to that on the main assembly line. But as soon as the South Carolina plant is up and running, Boeing plans to shut the Everett surge line down. That will take place sometime in 2014, the company told our members recently — about the time employment at Charleston hits its peak.

So what does this mean? At the end of

three years, we estimate as many as 1,800 jobs on the 787 line will be gone. How did this situation come about? Because Boeing broke the law.

We all know why Boeing opened the 787 assembly plant in Charleston. We know it because Boeing executives told you, told me and told everyone who would listen that they were moving our work to South Carolina because members of our union engaged in what the lawyers call "collective activity."

Yes, we went on strike. And you know what? We had every right to. The laws of the United States spell out clearly that American workers have the right to engage in collective bargaining, and the right to withhold their labor if that's what it takes for them to get a fair contract.

Those same laws also state that employers absolutely cannot retaliate against workers who go on strike, just like they can't threaten workers with dire warnings of what will happen should they go on strike sometime in the future. But that's just what Boeing executives and their official spokespeople did: they said they were moving our work to Charleston because we strike too much.

In the past, when companies have done this, the courts have ruled that the legal remedy is to put things back the way they were before the company broke the law, which in this case would mean that Boeing would have to move our 787 final assembly work back to Everett, plus bring back the 787 parts fabrication work it took away from Auburn, Portland and other sites.

That's the truth in this case, but it's a

truth that has been ignored by a lot of newspaper editorial writers, who seem to think that Boeing is big enough and powerful enough to be exempt from having to follow the laws like the rest of American companies — or America's citizens. It's the same kind of thinking that got our country into this recession: but instead of Wall Street banks being too big to fail, they seem to think Boeing's too big to obey.

We have been willing to exercise our right to strike in the past. As a result, the average Machinist last year made about \$28 an hour, with good health benefits and a real retirement plan. Those are good, solid middle-class jobs, the kind of jobs that allow people to buy a home and send their kids to college. Boeing

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

Tom Wroblewski
*President, Directing
Business Representative*

Jason Redrup
Vice President

Susan Palmer
Secretary-Treasurer

Clark Fromong
Sergeant-at-Arms

Tommy Wilson
Heather Barstow

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Richard Jackson
Mark B. Johnson

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- 4226 E. Mission, Spokane (509) 534-9690 or 1-800-763-1305

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Lux Retires After Years of Dedicated Service

District 751 bid farewell to a dedicated union member as Tom Lux retired on May 31. For years, Tom has been the driving force behind our labor history committee and the push to better document, collect and display relics of the past.

Yet Tom has done so much more. Over the years Tom has been a steadfast advocate for workers in various arenas in his role at the IAM/Boeing Joint Programs, in the area labor councils, at community service events, at worker demonstrations, in the education community and in the labor history circles, as well.

If there was a rally, Tom was sure to be there showing support, helping to organize, and always offering assistance. He has marched in Olympia, the nation's capital and many places in between. He is a true believer.

"In a practical way, I was first interested in labor history during the Vietnam

War and Civil Rights Movement in the 1960's," said Tom. "I realized without the labor movement, there is no change for the better."

From that belief, he has lived his life with a passion to build a better community evident in all his actions. Whatever the endeavor, Tom gave 110 percent.

After graduating from Marquette University, he spent one year in Boston doing drafting before going to work in a factory in Milwaukee represented by an industrial union. He instantly became involved in the Union and was on their negotiating committee for a couple years as well as serving as Union Steward.

"I was always interested in Unions so when I had a chance to be in one, I got active," Tom recalls.

While working in Milwaukee, he again focused on education and went back to school and earned a degree in industrial safety and health. There he met his wife Pam. After completing his second degree, he spent a little over two years traveling the 48 states before settling in Seattle.

He hired into Boeing in 1988 as a Machined Parts Inspector after working in several other IAM-represented shops.

He served as Union Steward, on the 751 District Council, as Local F Auditor, was picket captain, Grand Lodge Delegate, Contract Study Committee, Legislative Committee, organizing drives, and a vari-



Joint Programs was a natural fit for Tom Lux (r) who has been a lifelong promoter of education and training.

ety of other committees and events.

He has always been a strong supporter of continuous learning and encouraged others to take advantage of the benefits of the IAM/Boeing Joint Programs Education Assistance Program.

In 1997, Tom was selected along with a handful of other Union members to serve as a Career Guide Developer. In this capacity, he met with hourly members to learn specific tasks involved in doing their IAM jobs. The information was used to write Career Guides so members interested in a particular job would know the skills, knowledge, physical demands and recommended training before applying for the position. The guides help members chart a career path to future jobs.

Since 2003, Tom has served as IAM Administrator on the IAM/Boeing Joint Programs — overseeing the day-to-day operations of training and safety programs at the Renton, Kent and Seattle Boeing plants. He also served six years on the IAM/Boeing Apprenticeship Committee — pushing to expand programs to ensure our workforce is trained in technology for the future. He has been

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Tom Lux sorting food at the Northwest Harvest warehouse with son, Jon. He has helped with countless volunteer projects over the years.

POLITICAL ACTION

MNPL Drive Will Pay Off for Machinists

Thanks to the efforts of members, Union Stewards, Business Reps and staff, District 751 has more political clout – more than \$50,000 per year to be exact.

The additional money is generated through cash donations and from 822 members who signed new or additional payroll deductions for the Machinists Non-Partisan Political League (MNPL).

Because we cannot use Union dues money for political purposes, a separate authorization for payroll deduction must be obtained where members agree to money being used for political purposes.

The four-week drive to get more involvement in MNPL was a success. Although everyone worked hard on the drive, there are several individuals who deserve special recognition for their efforts as the most avid recruiters.

Jared Moschkau captured first place in all three categories: most money, most cards and most “We Are One” t-shirt sales. Dave Cannon finished second in most new cards and third in most money. Kathy Vanderberg took second in most money. Pat Bertucci won third in most cards, Tom Keller finished second in “We Are One Sales” and Michael Schmale finished third in “We Are One” sales.

The importance of MNPL continues



Richard Jackson (l) thanks Steward Michael Schmale.

Above: District Sec-Treasurer Susan Palmer (far left) and District President Tom Wroblewski (far right) honored top MNPL recruiters L to R: Don Morris, Richard Jackson, Tom Keller, Tommy Wilson, Pat Bertucci, Ray Baumgardner, Kathy Vanderberg, Mark Johnson, Jared Moschkau.



Political Director Larry Brown (l) and Business Rep Heather Barstow (r) thank Dave Cannon for his MNPL efforts.

long after the drive is over. Securing the 767 tanker deal earlier this year is a fine example of MNPL at work. Fighting to preserve Social Security, company pension plans, an industrial policy, Medicare, and other worker issues are the focus of MNPL and the candidates it supports in the legislative arena.

Every Steward and member who participated or signed up for a deduction is applauded for their efforts in increas-

ing our legislative power. The drive did more than just generate money. It also educated members on the importance of

being politically active and encouraged members to become more involved in the political process.

Top M.N.P.L. Recruiters		
Most Money	Most Cards	Most 'We Are One' sales
1st - Jared Moschkau	1st - Jared Moschkau	1st - Jared Moschkau
2nd - Kathy Vanderberg	2nd - Dave Cannon	2nd - Tom Keller
3rd - Dave Cannon	3rd - Pat Bertucci	3rd - Michael Schmale

751 Delegates Deliver Our Message Face to Face in D.C.

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The Korean Free Trade Agreement is a bad deal for America and will:

- Cost an estimated 159,000 jobs in seven different manufacturing sectors (including aerospace).

- Allow as little as 35 percent actual South Korean content to be designated as “Made in South Korea.” The remainder of product content can come from places such as North Korea where we have no trade agreements or we have no way to enforce labor and environmental standards.

- Do nothing to stop South Korea’s continued currency manipulation.

- Provide revenue for North Korea’s dictatorship to build missiles and nuclear weapons using sweatshops within that country’s borders providing content to products shipped to the U.S.

- Add \$700 million to our already ballooning trade deficit.

Columbia is the most dangerous place in the Western Hemisphere for workers and their unions. It is the world capital for violence against workers and more trade unionists are killed there every year than the rest of the world combined. In 2010, there were 51 murders of union

leaders. Of the total of 2,680 murders, only 6 percent have been prosecuted. The Columbian unions brave enough to speak out on the subject oppose the Columbian Free Trade Agreement.

The Panama Free Trade Agreement will make it more difficult to combat one of the world’s worst tax havens. Panama is home to more than 400,000 corporations, including U.S. firms that incorporate there to avoid tax obligations at home. Panama is also the main site of drug money laundering for the Mexican and Columbian drug cartels. The Panama FTA would challenge U.S. enforcement of financial and tax crimes enforcement.

At the conference, the District 751 Legislative Committee worked with other local lodges from Washington state on several important issues. The air transport and railroad locals needed, with the help of 751 delegates, to lobby against proposed changes to the National Mediation Board rules for union representational elections; changes to make it nearly impossible for workers to successfully vote for a union. The Committee also lobbied on behalf of our Brothers and Sisters in the federal sector. Just like workers in the private sector, union mem-



After talking our issues with Congressman Jim McDermott delegates posed for a photo: L to R: Paul Veltkamp, Pat Bertucci, Dave Henry, McDermott, Rich McCabe, Jim Rice, IAM NFEE rep, Mark Walker.

bers in the federal government are fighting to keep their pensions.

There was no shortage of items to work on in our nation’s capital. Those issues included protecting NASA, Social Security and Medicare. The Committee also lobbied for Occupational Safety and Health Administration jurisdiction for flight attendants, funding for Amtrak and collective bargaining for VA workers and for FAA reauthorization.

The Legislative Committee of District Lodge 751 learned there really is life after the tanker.



Pat Bertucci (l) and Rich McCabe took part in the NFEE first contract rally in Washington DC.



Local 86 Legislative Chair Gary Swartz (far right) takes part in a rally in downtown DC during the conference to support a local NFEE first contract effort. NFEE is an IAM-affiliated union.



751 delegates meet with Senator Maria Cantwell to talk our issues.

Boeing Lawyer Expects to Lose

The Boeing Co. will lose its efforts to defend against a National Labor Relations Board complaint before both an administrative law judge and the NLRB itself.

That’s what Boeing’s lead attorney said May 12 during testimony before a U.S. Senate committee.

“I do expect to lose,” said Michael Luttig, who is an executive vice president at Boeing as well as chief counsel.

He said that Boeing then plans to spend the next four years fighting the case through federal appears courts, even though that will cast a shadow on Boeing’s efforts to develop its South Carolina operations.

Luttig was one of four witnesses to give testimony at the May 12 hearing of the U.S. Senate’s Committee on Health, Education, Labor and Pensions. The hearing was called so that Senate members could consider ways to reverse the decline of America’s middle class, but Republicans allowed Boeing’s lead lawyer to turn it into a debate on the NLRB’s complaint against the company.

Boeing is scheduled for a June 14 hearing with a federal administrative law judge in Seattle to face the NLRB’s accusations that it violated the rights of District 751 members by taking away their work on the 787 program as punishment for past strikes and possible future strike activity.

Luttig sat at the witness table and read an 18-page legal brief that outlines Boeing’s defense against the NLRB complaint – a defense that NLRB lawyers already investigated and rejected. Meanwhile, Republican senators attacked the NLRB for its efforts to enforce the law, repeating Boeing’s claims that the agency is “over-reaching” as it seeks a remedy for the way the company intimidated Machinists.

But Democrats on the panel struck back, questioning the way Boeing and its political allies have behaved since the complaint was announced on April 20.

Sen. Tom Harkin, D-Iowa, who was chairman of the hearing, particularly criti-

cized Boeing CEO Jim McNerney for his comments in the *Wall Street Journal* on May 11. Harkin said they amounted to a thinly veiled threat to move Boeing work out of the United States altogether unless the company gets its way in the NLRB case.

Boeing has \$19.5 billion in federal



Michael Luttig, Boeing’s Executive Vice President and chief counsel, said Boeing expects to lose the NLRB complaint before an administrative law judge.

government contracts, Harkin said. “It seems to me that Mr. McNerney, instead of making veiled threats, should be saying ‘thank you.’”

Harkin also chastised Luttig, who had gone on at length about how Machinists had made “unreasonable demands” in 2009, during failed talks to secure a second 787 line for Everett, including requests for 3-percent pay raises as part of an 11-year labor deal.

Luttig himself got a 34-percent raise in 2009, Harkin noted, which brought his pay to \$3.7 million.

“Why shouldn’t employees at Boeing get a 34-percent increase, Mr. Luttig?” Harkin asked. “What’s going on here? Why shouldn’t employees also have a share of that?”

Luttig responded with a smirk, saying that as a senior corporate officer, the size of his paycheck is public record, and “this very instant, I have a sense that it’s not enough.”

Harkin also criticized Boeing for doing its part to undermine America’s middle class. The average Puget Sound Machinist, he said, makes about \$28 an hour, while the person doing the same work in Charleston is paid about \$17 an hour.

One makes \$56,000 a year while the other makes \$35,000. “Hardly anyone’s getting wealthy,” Harkin said, but “it’s the same person, doing the same job, for less. This has all the appearances to me of a race to the bottom and that’s what’s happening to the middle class.”

Boeing has been offered several chances to settle the NLRB complaint without going to a trial, Harkin noted. But Luttig said Boeing would rather fight it out.

Even though Boeing’s Charleston operations have not been affected by the NLRB action, Luttig complained that the company’s efforts there have been hurt. It’s hard to justify further investments in South Carolina, given that “the federal government is seeking to close Charleston,” he said, adding that the issue is likely to end up before the Supreme Court, which could easily mean four years of uncertainty and delays before a decision is reached.

But Luttig’s assertion that the NLRB is going to force the closure of the Charleston plant isn’t true, noted Sen. Richard Blumenthal, D-Conn. “Even if there is a finding against you, the remedy may be completely different,” he told the lawyer.

Away from the hearing, the lead attorney for the International Association of Machinists & Aerospace Workers, Chris Corson, dismissed Boeing’s protest about how the NLRB complaint unfairly casts a shadow over Charleston’s future.

Boeing has known about the federal probe since March 2010, he noted, yet it continued to aggressively move forward with its South Carolina plans, even though it knew it was investing in facilities that could be tied up in a legal challenge.

“Boeing brought risk of harm upon itself,” Corson said. “And it compounded any harm to itself by its own tactics of delay.”

Given that the hearing was supposed to be about finding ways to bolster America’s middle class, Luttig’s testimony was neither “relevant nor appro-

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President's Column: NLRB Case is About Our Jobs in Everett

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didn’t want to pay us those kinds of wages, and keep in mind your pay and benefits are less than 5 percent of each airplane’s cost. We won them at the bargaining table and, sometimes, on the picket line.

But we Machinists aren’t the only ones who have benefited from our contract gains. Every \$1 an hour increase in our pay means that each Machinist has an extra \$2,000 a year to spend in the communities where we live. In Snohomish County, that means our members have more money to spend on new clothes from Alderwood Mall, more money to use for a down payment on a car from Dwayne Lane’s in Smokey Point, more money to take the family to dinner at Tacos Guaymas or Alf’s Pizza or the Buzz Inn, even more money to buy tickets to watch the Silvertips, the AquaSox or the Stealth.

And because each of those transactions is taxed, it also means that local governments have more money to support vital services, like the Everett police who responded to the recent shooting incident at Horizon Elementary, or the fire department hazmat crews who cleaned up the chemical spill at the county waste transfer station last month.

It is this middle class way of life that we Machinists have fought, through collective activity, to keep.

Now the National Labor Relations Board – the federal agency charged with enforcing workers’ rights to engage in collective activity – is enforcing the law against Boeing. And instead of focusing on a court battle it knows it can’t win, Boeing is scrambling to re-write history.

Whatever Mr. McNerney, his lawyer and their political friends in South Carolina may say, the truth is this: Boeing took jobs away from Everett because our members exercised their rights as Americans. You know this, I know this, and all our neighbors know this, because Mr. McNerney, his top executives and their spokespeople told us, over and over and over again.

Senator Tom Harkin recently took Mr. McNerney to task for that *Wall Street Journal* article, noting that Boeing is the beneficiary of \$19.5 billion in U.S. government contracts. Given that, Mr. McNerney should be personally thanking U.S. government officials – not attacking them the way Boeing and its cronies are attacking individual lawyers with the NLRB, Harkin said. And Boeing should be thanking American taxpayers, Harkin continued, by finding ways to put more of us to work, instead of threatening to take our jobs overseas.

Senator Harkin also summarized the issue in the NLRB complaint very well with this analogy: Boeing is free to move its business to Charleston or Fargo, N.D., if it so chooses. But what Boeing can’t do is move to Charleston or Fargo because it doesn’t want to hire Latinos, or women, or Catholics — or even union members — because that breaks the law.

Working together, Boeing and its unions can turn the company around and continue to build the greatest airplanes in the world. But that can’t start until Boeing faces facts, gets real, and stops seeking praise for breaking the law.

NLRB Moves Case with Boeing Forward

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same way that a prosecutor would handle a case in criminal courts.

“It’s kind of like an episode of ‘Law & Order,’” District 751 President Tom Wroblewski said. “As Machinists, we were the victims of a crime, when Boeing retaliated against our members, took our work and moved it to South Carolina. We reported it to the NLRB, who sent investigators to look into it – just like cops would investigate a reported crime.

“After they finished their investigation, the lawyers for the NLRB – their general counsel – decided there was enough evidence there to take it to trial, so they filed the complaint and that’s where we are now,” Wroblewski concluded.

In the weeks since the complaint was filed on April 20, the NLRB has worked behind the scenes to encourage Boeing to settle the complaint before it goes to trial. The “overwhelming majority” of complaints like this one – roughly 90 percent — are resolved with a negotiated settlement, Labor Board representatives say.

District 751 has offered to meet with Boeing and an NLRB settlement judge to work out an agreement, Wroblewski said.

“Just like any other dispute we have with Boeing or any other employer, if



there’s a chance for us to resolve it without having to go to court, we’re going to look favorably on that, because it gets the issue settled quicker, and saves time and money,” he said. “In this case, I think it would be better for both Boeing and our members to have everybody’s focus back on building airplanes.”

“Boeing’s greatest successes have always come when executives worked with their employees, instead of attacking them,” Wroblewski said.

There’s no better example of that than the U.S. Air Force tanker contract, he continued. “We worked as partners and secured a deal that will provide jobs for Machinists – and profits for Boeing – for decades.

Wroblewski said that he wants Boeing to “continue its record of success here in Puget Sound.”

“But I also want the company to be held accountable when it breaks the law,” he added. “When it retaliated against our members and moved our work to Charleston, it broke the law, and I’m glad to see the NLRB doing its job and fighting to uphold our rights.”

MONEY to SPARE for MNPL



Allen Neph successfully picks up a split.

Local 751-F was rolling in the money at the Unity Bowl charity bowling tournament held May 22. The event raised more than \$7,000 for the Machinists Non-Partisan Political League (MNPL).

There was fun to spare and prizes for every participant, as well as a hamburger lunch to fortify bowlers for their final games. The top two teams received a cash prize (see winners photos below). Doug Allen, a new hire who is still in the ERC, captured both men's high series and high game while Joyce Wray took the titles for the women.

Special thanks to all who donated prizes for the participants in the annual event.



Moses Williams was one of the many kids bowling.



Randy Haviland picks up a spare.



Carver White throws a strike.



Mitchell Christian shows the follow through that helped his team finish in second place.

Special thanks to the following lane sponsors:

- Thomas Buffenbarger
- Andrew Buffenbarger
- Wilson 'Fergie' Ferguson
- Business Rep Ron Bradley
- Judy Neumann and Family
- Dylan & Dalton McLeod (Donovan McLeod)
- Caryn & Curtis Roberts (Jim Roberts)
- Pat Kinsella & Dena Bartman (Joint Programs)
- District Sec-Treasurer Susan Palmer
- IAM Gen. Vice President Gary Allen
- Auburn Business Reps & Ernie McCarthy
- Pat Bertucci, Rich McCabe & Jason Redrup
- Jesse Cote & Loren Guzzone
- John Hall (Lodge 63 – Portland OR)
- Sunrise Dental
- Garth Luark
- Larry Brown
- Grace Holland
- Terri Myette
- Connie Kelliher
- Bryan Corliss
- Kevin Cummings
- Jackie Boschok
- Rick de la Fuente
- Hasan Solomon
- Clark Fromong & Rob Curran
- Business Rep Brett & Kelly Coty
- Everett Business Reps



Congratulating the men and women's high game and high series winners Doug Allen (middle) and Joyce Wray (2nd from right) were Local F President Dwyane Johnson, Dist. President Tom Wroblewski, Dist. Sec-Treasurer Susan Palmer.



Chase Allen shows his bowling style.



L to R: Local F President Dwyane Johnson, Dist. Sec-Treasurer Susan Palmer, Malina Holden, Paul Veltkamp, Tina Wilson and Dist. President Tom Wroblewski were all smiles at the presentation of the 'We Tried' trophies.



Congratulating the 1st place team L to R: Local F President Dwyane Johnson, Dist. Sec-Treasurer Susan Palmer, Roger Chester, John Phillips, Steve Reid, Rodney Mesa, Ron Baker and Dist. President Tom Wroblewski.



Congratulating the 2nd place team L to R: Local F President Dwyane Johnson, Dist. Sec-Treasurer Susan Palmer, Stefan Crabtree, Tom Murphy, Jeff Nianekeo, Mitchell Christian, John Klepadlo and Dist. President Tom Wroblewski.

Wanted: Aerospace Assembly Mechanic Instructor

Renton Technical College has a unique opportunity for a motivated subject matter expert to deliver assembly mechanic training at its Renton campus. It is looking for an individual with good communication skills and extensive experience doing assembly work.

- Do you have several years of experience in aerospace assembly?
- Do you enjoy working with a diverse population?

- How would you like to help train the next generation of aerospace workers?

Look into joining the staff at Renton Technical College to help it prepare the workforce of the future.

Send your inquires to Dante Leon, dleon@RTC.edu. Download application package at www.RTC.edu/hr

Renton Technical College (3000 NE Fourth St, Renton, WA 98056.



Union Sponsors STEM Education Conference

On May 19 the Seattle Manufacturing Industrial Council organized "A STEM Agenda: Connecting STEM with Workforce Education" conference. STEM stands for science, technology, engineering and math, educational fields necessary for our workforce and industries to compete in the global marketplace. The jobs in industry today require more STEM than ever before. These classes must be emphasized throughout high school and college.

This conference was held at the Puget Sound Industrial Excellence Center at South Seattle Community College's Georgetown campus and was sponsored by District Lodge 751, the Aerospace Joint Ap-

prenticeship Committee, the Boeing Co. and others interested in bolstering our students' ability to find and fill high paying manufacturing jobs. Two prominent educators, one from Harvard and one from MIT were the keynote speakers.



In today's economy and for today's jobs science, technology, engineering and math classes are important for all students; not just those seeking a bachelors degree. Math and science are important for apprenticeships, and certificate programs. That is why the District 751 sponsored and participated in this conference. Our members and future members need this type of education.

DO PATRONIZE:

The following businesses that employ fellow IAM 751 members:



Momentum Marketing

www.momentum-mktg.com

UNION HOME SERVICES

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

Volunteers Sort and Unload for Letter Carriers' Food Drive

751 volunteers were there to help out on Saturday, May 14 for the 19th annual Letter Carriers Food Drive – the nation's largest food drive.

Letter carriers distributed plastic bags for residents to fill with non-perishable food, such as canned food and dry goods, and people

across the state stepped up and contributed. While the letter carriers pick up the food on their normal mail routes, volunteers were needed to help unload and sort through the food.

Some of the 751 volunteers who assisted at the Everett main Post Office included:

Dave Bruher, Mark Blondin, Mark Clark, Rod Sigvartson, Chris Louie, Thong Trang and Mark Hartman.

"Thanks so much for sending in the troops! The director at the Everett location said it was even better than last year's effort," said Steward Mark Hartman. "We unloaded thousands of pounds of food donations. I quit counting at 36 FULL pallets!! I volunteered for a little over five hours and went home happy but exhausted. Good to see so many stepping up to help others."



Mark Hartman, Rod Sigvartson and Mark Clark were among the volunteers who unloaded thousands of pounds of food on May 14.



L to R: Dave Bruher, Mark Blondin and Mark Hartman help sort food at the Everett location.



Above: Chris Louie stacks the bins after they are unloaded.

Left: Thong Trang and Mark Hartman unload a letter carriers' truck returning from their route.

A Quick Call Brings Instant Results for 751 Retirees

The smile of relief was evident on the faces of retirees Leroy and Helen Miller when their "union family" came to the rescue recently.

Machinists Union members are known for helping others in need, but when one of our own who has been very active needs help, it is even more pressing.

Helen and Leroy Miller have been active in the 751 Retired Club for many years – volunteering their time and

helping others when they can.

When Helen was suddenly confined to a wheelchair, they realized that they would need help to get

to a doctor's appointment in two days. They phoned the Seattle Union Hall to talk to a fellow retired club officer on Monday, May 16 - the day of the Saving Social Security conference. The staff person who got the call realized they would not ask for help.

Steward Coordinator Ed Lutgen recruited Loren Guzzone, Robley Evans and David Henry who built the



Only a day after hearing of their need, 751 members jumped into action and built a ramp for Helen Miller. Standing L to R: Loren Guzzone, Robley Evans, Ed Lutgen, David Henry and Leroy Miller. Helen was so relieved to be able to get in and out of the house.

ramp the next day after work so Helen would be able to get to her appointment on Wednesday. The Puget Sound Labor Agency provided the materials and the crew got it done.

"It is really great because now I can get in and out of the house. When I'm finished with the wheelchair, the ramp will allow easier access in and out of the house," said Helen. "The Machinists have truly been a lifesaver."



Above: Robley Evans, David Henry and Loren Guzzone were among the volunteers who completed the ramp in about one hour – showing their carpentry skills.

Photo left: Steward Coordinator Ed Lutgen cuts wood for the ramp.



751 Volunteer Efforts Appreciated Throughout the Region

751 members continue to answer the call for help in the community. Whenever the Puget Sound Labor Agency receives a request for a wheelchair ramp, the next call goes out to 751 and our members always respond! In May, 751 volunteers built a ramp for a resident in Federal Way.

In addition to building ramps, 751 members and their families also regularly assist both the Tacoma Rescue Mission and the Everett Gospel Mission. There, volunteers prepare meals, serve food and provide company to those less fortunate.

Thanks to all our volunteers who continually help build a better community.



L to R: Clark Fromong, Rob Curran and Vennie Murphy are regular 751 volunteers at the Tacoma Rescue Mission



Volunteers construct the wheelchair ramp for an area resident.



Photo right: 751 volunteers recently at the Tacoma Rescue Mission. Photo left: 751 members serve meals with a smile at the Everett Gospel Mission.



Photo left: Rob Curran digs to cement the posts to hold a recent wheelchair ramp in Federal Way.

Y SERVICE

Volunteers Install Art Panels for Auburn Clean Sweep

A gray gravel parking lot in Auburn is now surrounded by sparkling color, thanks to the efforts of District 751 volunteers.

Thirteen District 751 MVPs worked together to install a 150-foot long “art panel” during the city of Auburn’s annual “Clean Sweep” event on May 7.

“It was one of the best projects we’ve ever done,” said Robley Evans, who is the chairman of the union’s Machinists Volunteer Program committee. “It was way more fun than cleaning junk off the freeway on-ramps.”

Auburn’s Clean Sweep is a citywide spring-cleaning event that attracts a wide range of support from volunteer groups. In the past, District 751 volunteers have taken part and been assigned to basic chores like sweeping public spaces and picking up trash.

This year, however, organizers decided to take advantage of the skills Machinists can bring to the job,

and assigned them a construction project: installing a mural on the edge of the parking lot that’s about a block from the Auburn Union Hall.

The work required sinking 18 fence posts on the edge of the lot – something that volunteers accomplished after work on May 5.

On May 7, the group came back to hang 8-foot mural panels on the fence posts, drilling holes and bolting the panels in place to create a colorful screen around the otherwise drab and muddy parking area.



751 volunteers stand in front of the 150-foot art panels they installed around a gravel parking lot as part of the City of Auburn’s Clean Sweep event.

Below Kelly Coty was among the volunteers helping with the



Clark Fromong installs part of a 150-foot long “art panel” to enhance the City of Auburn.



Donations Deliver for Area Food Banks

Unemployed workers in Snohomish and King counties will have a better chance of avoiding hunger this spring, thanks to members of District 751.

The union’s Women’s Committee collected more than \$1,800 and close to 500 pounds of food during its annual April food drive to benefit the Puget Sound Labor Agency food bank. The agency operates food banks in Everett and Seattle that support unemployed union workers and their families.

The total included \$637 collected by members of Local 751-C, who passed the hat at their April lodge meeting.

District 751’s donations will be matched dollar-for-dollar and pound-for-pound by the Feinstein Foundation, a Rhode Island organization that’s dedicated to fighting hunger. Combined, “this will be a big help,” said Steve Fox, the Labor Agency’s executive director.

The agency reports that it is feeding 38 percent more people this year, compared to 2010.

“The need is really great this year,” said Susan Palmer, the union’s secretary/treasurer. “Unemployment is high, and many of the people who are working don’t earn enough to make ends meet. As a result, the food bank is running out of food almost every week.”

While the food drive is over, District 751’s efforts to support the Labor Agency will continue. Women’s Committee members are selling buttons sporting the AFL-CIO’s slogan “We Are One,” with all proceeds from the sales going to the agency. As of mid-May, the

button sales had collected more than \$800 for the agency.

Puget Sound Labor Agency Director Steve Fox loads the food collected at April local lodge meetings.



Union Supports ECF Contribution Effort

District 751 understands the importance of encouraging our members to take part in the Employees Community Fund (ECF) and held “kick-off” lunches in May with Union Stewards to emphasize that message.

The Union is encouraging all members to make a difference for people in the community by signing up to contribute to ECF.

In recent years, hourly contributions have declined – mainly because pledges could only be processed through TotalAccess online. While many mem-

Sec-Treasurer Susan Palmer presented Joe Perry with an IAM watch as a raffle prize.



District President Tom Wroblewski recalled the long-history 751 members have had in participating in ECF and encouraged continued support.

bers may want to participate, few take the time after work to log into the cumbersome system and sign up for a payroll deduction. In an effort to reverse that trend, this year ECF has returned to the traditional pledge cards that members simply sign.

“ECF does so much good in the community, and the Union continues to hold four trustee positions on the board. We, as union members, need to be partners in building the better community and participation in ECF is a great way to do that,” said ECF President Robley

Evans, who is also vice president of Local 751-F. “This year we are going back to basics by training individuals to become ECF presenters at crew meetings and to request a donation. We want to re-engage the hourly workforce back into the ECF fund.”

Stewards will play a role in educating their co-workers on ECF and answering questions. One hundred percent of ECF donations go to help people in our communities.

Sixty years ago, Boeing employees

Continued on page 11

Revising Special Olympics Award Platforms

When the Special Olympics needed to revise their award platforms, they knew who to call – the Machinists Volunteer Program.

Without hesitation, this enthusiastic group took on the challenge of cutting down the medal platform so kids could more easily and safely stand to accept their awards after competing in various events.

The volunteers not only trimmed six inches off each of the three award platforms, but went one step further. They also added handrails so the kids would be safer when stepping up on the platform.

In addition, the old platforms simply had 1st, 2nd, 3rd displayed on tape and sharpie pen. The MVP’s created large stencils and painted a professional 1, 2 and 3 to denote the top categories, and painted on the Special Olympics logo, as well.

The project will make future award ceremonies a bit more special – just like the athletes who compete in the events.

Photo right: Rob Curran modifies the awards platform.

Below: Vennie Murphy and Dave Henry were among volunteers who cut 6 inches off the platforms and painted on stencils.



Puppy Putt Motorcycle Ride June 18

Puppy Putt 9, District 751's annual motorcycle fundraiser to benefit Guide Dogs of America has been scheduled for June 18. The event will feature two groups of riders, one leaving from Sound Harley-Davidson, at 16212 Smokey Point Blvd. in Marysville, and the other from Northwest Harley-Davidson at 8000 Freedom Lane NE in Lacey.

The two groups will take part in a poker run that will wind up at the Seattle Hall, at 9125 15th Place S. in Seattle, for an afternoon of motorcycle-themed fun, food and music.

Harley-Davidson dealerships around Puget Sound are major sponsors, but organizers stress that Puppy Putt is an "all breed" event, open to riders of all makes of motorcycles. Details can be found online at



www.PuppyPutt.com.
District 751 organizes the annual ride as a fundraiser for Guide Dogs of America.

Guide Dog Charity Golf Tournament: Sunday, July 17

The 20th annual Guide Dogs of America Charity Golf Tournament will be July 17 at Willows Run Golf Course in Redmond. The annual event is sponsored by District 751, and is a fundraiser for Guide Dogs of America.

This year's tournament will be a scramble format with an 8 a.m. shotgun start. The winning team will get a trophy, along with \$100 for each person on the team. Individual prizes will be offered for the longest drive and any holes-in-one. There will also be prize drawings.

Registration is \$90 per person, which covers greens fees, cart rental, a tournament T-shirt and a buffet at the end of play. The event is capped at 280 entrants, and the deadline for entry is June 17. Entry forms are available at District 751 union halls in Auburn, Everett, Renton and Seattle. You can also register by calling the Everett Hall at (425) 355-8821.

If you'd like to donate a prize, volunteer, sponsor a hole – or if you have questions – in Auburn call John Carter (206-437-0470), Ron Coen (253-735-0577) or Dave Swan (253-640-5161); Mark Clark in Everett (425-232-6088); Rich McCabe in Renton (425-965-5735) or Lori Dorsey at the Everett Hall.



L to R: Chris Dofredo, Business Rep Tommy Wilson, Bob Merritt, and Terri Myette discuss how workforce training money will help deliver skilled workers for the future as Renton continues to ramp up 737 production.

Investments for Tomorrow's Workforce

Continued from page 1

and growing our industry," he said. "A highly skilled workforce is a key competitive advantage. The announcement today enhances our chances those jobs will remain here, in the state of Washington."

Boeing Vice President for Supply Chain Management and Operations Ray Conner acknowledged the benefit of working with the union. "Boeing and the Machinists Union have a long history of working together on a number of issues – the tanker was a great example," said Conner. "We also have a long history of working together on other things – particularly training is one of the things we really do partner on. We are very committed to making that happen."

Wroblewski thanked the governor for investing scarce public money into the aerospace industry, and praised the state's community and technical colleges for their "willingness to respond to

our industry in innovative and timely ways."

"These workforce investment dollars are the kind of public/private partnerships we need for the aerospace industry to continue to thrive in Washington state," Wroblewski said. "We are excited to be a partner in this venture going forward with Boeing, the governor, our education system and our community."



Business Rep Joe Crockett (r) talks with a member about the new aerospace training program offered at Renton Technical College.

Boeing has announced that it plans to expand its Renton facilities to handle planned increases in 737 production over the next two years. Once completed, Boeing expects to add 1,200 workers to the Renton site, although a spokeswoman couldn't say if those would be new hires or workers transferred from other programs.

District 751 is committed to working with Boeing to make the Renton expansion and ramp-up successful, Wroblewski said. "History has shown when we work together, as we did on the Air Force tanker, our team cannot be beat."

Lux Retires After Years of Dedicated Service

Continued from page 2

a tireless promoter of training and his enthusiasm has never diminished.

"Career Guides were one of my most memorable assignments at Joint Programs. Our members got a better understanding of other positions and could develop a career path to get there, Tom said.

He added, "Probably the highest impact project was helping to develop our peer training program. This helps our members better deliver on-the-job training to new members. We know the best instructors are members on the shop floor who know every aspect of the job."

His efforts on education extend beyond Boeing. He is a founding labor rep on the Aerospace Joint Apprenticeship Committee governing board. Tom has also been active in the Harry Bridges Center for Labor Studies and serves on the Visiting Committee. He has helped promote activities in the community in order to bring issues of concern to the widest possible audience.

Tom's position at Joint Programs is just one aspect of his Union involvement. In 2003, his interest in labor history led to the establishment of the 751 Labor History Committee. In that capacity, he helped deliver historical posters

to decorate the Seattle Union Hall. He persuaded the Museum of History and Industry (MOHAI) to donate display cases to house union artifacts and historical pieces. Once the display cases were installed, he regularly searches through the history collection and updates the displays.

As 751 celebrated its 75th anniversary last year, naturally Tom helped chair the 75th Anniversary Committee to help bring our history to life throughout the year. He helped promote the coloring and essay contest to start introducing the next generation to the labor movement.

In addition to his work on the 751 Labor History Committee, he is active in the broader labor history community as a member of Pacific Northwest Labor History Association, where is currently vice president of the Washington Chapter.

Throughout his years at 751, he was also committed to community service volunteering countless hours at Northwest Harvest, area missions, Guide Dog fundraisers and toy drives. In 1997, he was top officer volunteer for community service.

The recurring theme is his great ability to help others and build a better community: Whenever there was a need, Tom was there to help. We wish him well in retirement, but know he will be missed.



RETIREMENT NEWS

Seniors Turn Out for Saving Social Security Conference

Hundreds of retirees packed the Seattle Union Hall on May 16 to attend a four-hour mini conference on Saving Social Security.

While these seniors understand the significance of Social Security, one of the main messages of the conference was asking everyone to begin educating younger folks on the importance of this vital benefit. This is not a fight for just seniors today. It is about preserving the middle class for generations to come.

The 751 Retired Club helped coordinate the event with support from District 751 leadership. District President Tom Wroblewski welcomed the group and thanked them for helping to build our Union, stating "Retirees are still a vital part of the Union and American political



Congressman Jim McDermott pledged to keep up the fight because Social Security is a promise we cannot afford to break.

system. You are a huge voting block, which should carry a great deal of clout with our elected officials."

Wroblewski added, "It seems hard to believe that we even need to have this discussion about saving Social Security – especially after the financial collapse of Wall Street a few years ago. Could there be a better argument for saving Social Security?"

The conference featured several informative speakers and provided numerous question and answer sessions to ensure those attending were able to make their point, get their questions answered and obtain much needed facts on the issues. Speakers included:

- Charles Micallef, PhD, Director IAM Retirees, Community and Membership Services Department
- Rich Fiesta, director of government and political affairs for the Alliance for Retired Americans
- Sally Hintz, NW Regional Director for U.S. Senator Maria Cantwell
- Steve Kofahl, Social Security Administrator Claims Rep and Regional Vice President of American Federation of Government Employees, Council 220; and
- Congressman Jim McDermott

Nearly every speaker mentioned that while all workers contribute to Social Security, everyone does not contribute equally. Currently, individuals pay Social Security tax only on the first \$106,800 earnings in a year. This means that millionaires, CEO's and high salaried executives pay Social Security tax on only a



Retirees packed the Seattle Union Hall for the Saving Social Security mini-conference.

fraction of their earnings. Removing the cap is one proposal that would keep the fund solvent for years to come.

Unfortunately, there is a political contingent that continues to push to privatize Social Security so Americans could gamble their retirement on Wall Street. They use all sorts of smoke screens like the current budget crunch to justify their attempts to privatize, raise the retirement age or even eliminate Social Security.

Facts to keep in mind:

- Social Security was established under the Roosevelt administration as a DEDICATED fund, financed by a tax on employees and a matching tax on the employer.
- By having a separate fund, this ensures Social Security has no impact on the federal budget.
- Social Security is incredibly efficient with less than 1 percent spent on administration fees.
- Social Security has a permanent



Helen Lowe was one of the many asking questions of the speakers.

sponsor – the federal government will not go out of business or move overseas.

Congressman McDermott spoke at length on Social Security, Medicare, and organized labor and fielded numerous questions from those attending

"All the advances in social justice in this country have always been led by organized labor," McDermott noted. "When I started in politics 24 percent of workers were in unions, and it was a tremendous force. Now it has dwindled to just 9 percent, but Wall Street wants to get rid of unions altogether because or-

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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		

May Retired Club Minutes

**by Ruth Render,
Retired Club Secretary**

The meeting was called to order by President T.J. Seibert.

Roll Call of Officers: All officers were present or excused.

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

Financial Report: Treasurer Betty Ness read the April expense reports. M/S/P to accept the reports as read.

Business Representatives Report: Business Representative Heather Barstow gave the report.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Clarence Colrud, Gary Johnson, John Wilkinson & Lyle Lacey. Sympathy cards were sent to the next of kin. Get well cards were sent to the following: Hank Hendrickson, Toni Morzenti and Robin Guevarra.

Legislative Report: Carl Schwartz reported we are



Dean Dickinson celebrated a birthday in May

working to increase participation in the Retiree Club and will run a poll asking retirees what they would like to participate in (see box below).

Connie Kelliher from 751 Communications Department spoke about a letter International President Tom Buffenbarger sent to all IAM members asking members to get involved in the fight to protect collective bargaining rights by participating in rallies and contacting elected officials and the media via letters, phone calls or e-mail. The letter also talked about the impact of contributing \$5 for the fight to help the IAM defend our members and all

workers.

Connie also spoke about the NLRB complaint against Boeing. The Company broke the law by threatening and retaliating against our workers and their federally protected rights. The union took a stand to protect our members' rights.

Good & Welfare: Helen Lowe mentioned an article

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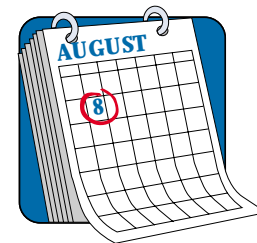
Union Retirees:

Congratulations to the following members who retired from the Union:

Noel Asplund	Chris A McKern
Willie N Atkins	Eileen D McKern
Paul A Bishop	Carl H Mendedoht
Robert E Bottomley Jr	Michael L Milliron
Terrance L Carson	Hoang M Nguyen
Myrna A Clemente	Donald E Noland
John D Cox	Michael K O'Brien
Linda K Dill	Craig A Oen
Stanley F Edwards	Scott S Paulson
Andrew J Felix Jr	Everett L Potts
Jon W Fulwiler	Joyce A Schultz
Susan M Green	Gayle A Six
Ronald R Greenman	Fred W Smith
Charles D Hammontree	William J Smith
Renvue I Harner	Rodney A Stidham
Khoa D Ho	Donald E Teel
John R Hodges	John P Thrasher
Debra A Holm	Gary E Unterwegner
William S Hooper	Gary E Watson
Susan R Hoover	John G Whitmarsh
Larry J Lewis	Gerald L Wiech
Patrick F McCann	Wayne J Willett
Patrick A McClelland	Gary W Williams

Save the Date... Retiree Picnic August 8th

• Save the date – **Annual Retired Club Picnic, Monday, August 8th** at Woodland Park, Stove 6. All retirees and their guests are invited. Bring a salad, side dish or dessert to share. Chicken and soda will be provided. Begins at 11 am, lunch at noon.



Retired Club Poll

In order to serve our members better, the Retiree Club is asking retirees to fill out this poll.

I attend Retiree Club Meetings and events: ☐ Usually ☐ Sometimes ☐ Never

Club events that I would attend and support:

Mondays, lunch & coffee	<input type="checkbox"/> Yes <input type="checkbox"/> No	Bingo and card games	<input type="checkbox"/> Yes <input type="checkbox"/> No
Trips, casino, etc	<input type="checkbox"/> Yes <input type="checkbox"/> No	Information & discussion	<input type="checkbox"/> Yes <input type="checkbox"/> No
View movies, slide shows	<input type="checkbox"/> Yes <input type="checkbox"/> No	Participate in conferences,	
Attend summer picnic and/or		workshops, conventions	<input type="checkbox"/> Yes <input type="checkbox"/> No
Christmas dinner	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Other suggestions			

Either bring the poll to our Monday, June 13 meeting (11 a.m.) or mail it to: District 751 Retiree Club, 9125 15th Pl. S., Seattle, WA 98108.

C.L.U.W Says Union Women Will 'Put Nation Back on Track'

The country has gone off its economic rails, as the recession and subsequent cuts in critical public services have disproportionately harmed women and people of color. That's why it's never been more important for women to join unions, and also become active in leadership roles in those unions to get the nation back on track.

That was the message delivered on May 14 when the Puget Sound Chapter of CLUW, the Coalition of Labor Union Women, held its annual banquet at the District 751 Hall in Seattle.

The banquet celebrated women whose leadership has improved workers' lives through the labor movement. And special recognition was given for one of the chapter's founding members, Irene Hull, who passed away in March at the age of 98.

The keynote speaker was Lynne Dodson, secretary-treasurer of the Washington State Labor Council, who is the first woman in the history of the AFL-CIO state federation to be elected as an executive officer. Dodson described the challenges facing women in the post-recession workforce — including those still looking for work — and how union membership helps them confront those challenges.

Women in unions are more likely to have health care, and they are more likely to have sick leave, vacations, and pensions. Women in unions earn 33 percent more than their non-union counterparts, and their wages are



751 members who took part in the Coalition of Labor Union Women's banquet in May.

more similar to men's wages in unions as well (87 cents to the dollar, rather than 79 cents). And of course there are the many benefits of having a voice at work!

Dodson thanked CLUW's area chapter for its efforts and urged a renewed commitment to seeking wage equality, affordable child care, paid family and sick leave, flexible work schedules, and "universal, single-payer health care."

"This work is what the labor movement is all about: economic and social justice," she said. "And we need to figure out how to advance an agenda of social justice that particularly includes and elevates women and people of color if we are truly to be a movement of justice. Let's work together to put this country back on track!"

Banquet attendees honored one of the chapter's founding members, Irene Hull, who was a fixture at area labor events for decades. Her lifetime of political and social organizing began in the 1930s and continued into 2011.

Memorably, one of the countless times she protested attacks against working people was in 1995 when she was arrested at Seattle's Republican headquarters protesting Newt Gingrich's Contract With America. A photo of Hull wearing a T-shirt that read "Shame" as police took her away in handcuffs was immortalized in a Jobs With Justice poster.

In 2008, Irene was awarded the WSLC's Mother Jones Award for exemplary union activism by an individual and for her lifetime of advocacy on behalf of working families.

Union Supports ECF Contribution

Continued from page 7

were asked throughout the year for contributions from various charities. While employees wanted to help their communities, the constant disruption and inefficiencies gave them the idea to form a single charity to manage all requests. In September 1951, the Employees Community Fund — then called the Good Neighbor Fund, Boeing Employees of Seattle Division — was formed, and the Machinists Union was instrumental in that effort. We understood that by joining together we could make a greater impact on our communities — something we are still

ECF President Robley Evans encouraged all members to contribute to ECF, which does so much good for the community.



doing today.

Since 1951, ECF has continually grown — giving an incredible \$520 million to help local people in need.

"When people say you can't change the world, don't believe it. Look at what we're doing, day-in and day-out with our gifts of time and money," said District 751 President Tom Wroblewski at the kickoff meetings. "You have changed the world. Let's keep up the good work. Support ECF and ask your co-workers to contribute so the safety net remains strong to help those in need as we continue to build a better community."

Members can begin their contributions at any time. For more information about ECF, contact your Union Steward or visit <http://community.web.boeing.com/nwregion>.

ECF Fundraiser Walk - Auburn Site
Thursday, June 23 from Noon to 5 p.m.

Boeing employees who walk the 3.1 mile on their own time, can then go to TotalAccess under my community giving and get \$100 donated to ECF in their name (up to \$100,000 is available). Boeing employees from any site can take part in the event. There are two locations in the parking lot to sign up for the walk on the trail next to Perimeter Road.

Seniors Turn Out for Saving Social Security Conference

Continued from page 9

ganized labor is what has saved social programs."

McDermott also pointed out the Veterans Administration negotiates drug prices (which resulted in a 60 percent reduction) for its 5 million veterans, yet under the Bush Administration the federal government forbid Medicare to negotiate lower drug prices for its 47 million users. That is just wrong.

Sally Hintz from Senator Maria Cantwell's staff reported on the Senator's activities to save Social Security, which includes participating on the Defend Social Security Caucus. Senator Cantwell pledged in a letter: "Privatization and other radical reforms are unnecessary and unwise, and I will forcefully oppose all at-

tempts to undermine the basic principles upon which Social Security is based. Social Security is a promise to American workers and their dependents, and changing the rules in the middle of the game by eroding benefits or delaying the retirement age undermines that promise."

"We deliver service on the front lines, and we know how important Social Security is to the population as it ages and to all working families during this extended recession," said Steve Kofahl, Social Security Administrator. "Cuts in current or future benefits, including those that would result from further raising the retirement age or reducing cost of living adjustments would be cruel, unjustified, and simply unacceptable. Privatization, as we all learned the hard way three years ago, would take the security out of Social Security."



Tom O'Brien was one of the many attendees asking questions of the speakers.

Attendees appreciated the information and question and answer session.

"I was a student of labor history and this was a good refresher for me," said Tom O'Brien, a 751 retired member. "This is one of the best organized events I have ever attended."

"This is everyone's fight. It is not just a senior citizen issue," said retiree Henry Noble. "We must make it our children and grandchildren's fight."

Ron McGaha, who helped organize the conference, asked those attending to "get kids involved in fighting and protecting Social Security. No one in Washington DC has the right to eliminate this safety net. Social Security is a promise that this nation cannot afford to break,"



Retirees packed the Seattle Union Hall for a mini-conference on "Saving Social Security" Attendees appreciated the informative speakers.

Boeing Lawyer Expects to Lose

Continued from page 4

priate," District 751 said.

"His long-winded legal jargon isn't going to create more jobs, just like Boeing's attempts to threaten our members and move jobs from one state to another won't grow the overall U.S. economy," the union said.

"Instead of trying to make excuses for the way Boeing broke the law, Republican senators should focus on what's important — creating good-paying jobs for hard-working Americans in Seattle and Charleston and everywhere in between — instead of playing one against the other to the benefit of no one."

You can see video of Luttig complaining that his \$3.7 million salary isn't enough at the District 751 Web site: www.iam751.org.

Retired Club Minutes

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in a recent newspaper which stated CEO salaries rose 11 percent on average last year. She also mentioned an article in the May AARP bulletin about Medicare. People are asked to urge Congress to protect Medicare and oppose changes that would dramatically raise costs. Call 1-800-929-4030 to let them know what you think.

John Guevarra spoke about the Friday Alert and mentioned that May is Older Americans month. He thanked the Union for providing buses to attend the "We Are One" rally in Olympia in April.

The South Park Bridge groundbreaking ceremony took place May 5. Larry Brown gave a speech and John said he was proud to hear what the union has done to help get the new bridge built.

Birthdays & Anniversaries: May birthdays-Dean Dickinson & Helen Miller.

President's Report: T.J. Seibert read a letter the District pledging help with the Retiree picnic in August.

T.J. noted it was good to see Al Wydick at the meeting.

T.J. thanked George Braun for all his help in the kitchen and stated this would be George's last time on kitchen duty. He was given a round of applause.

Adjournment: Adjourned at 11:45.

EASTERN WASHINGTON

Top-Notch Technicians at Pacific Power Products

By: Rosanne Tomy

For more than 40 years, the mechanics at Pacific Power Products in Spokane (formerly Spokane Diesel and Pacific Detroit Diesel) have worked hard to support their customers by providing superior service and customer support. The 18 Machinists Union members at the Spokane location dedicate every day to ensuring that each customer's equipment needs are met. This is one of 10 locations that provide a multi-million dollar parts inventory.

Steward John Dill, who has worked in the full service shop since 1988 explained, "We work on trucks from bumper-to-bumper. We perform complete service on Allison transmissions, Mercedes Benz, and new engines including the DD13 and DD15."

To ensure the work is done quickly and efficiently, employees at Pacific Power Products dedicate many hours to

continued education. "We take online training courses and even fly over to Kent and take week long courses," John explained. "Things are constantly being updated, especially when a new product comes out. So, we go to school to learn new skills and even train for updates on older products."

Through hours of online and in-school programs, the employees earn their G2 Certifications and Allison certifications, among other training.

The training comes in handy for these specialized mechanics when servicing customer vehicles – especially large fleets – and there are many of them. The Spokane location services fleets for Penske, Hatfield, Gordon, and more. "There's a ton of bigger fleets that we provide service to," John added.

A steward since 2008, John said the shop not only works well as a team but also works well at the negotiation table. "It's pretty mellow here. Very few people leave because we treat each other very decent here," he said. "You get a fair wage, and it's in general a pretty great place to work."

After more than four decades as a leading repair shop dedicated to continuing education for its employees, it's no surprise Pacific Power Products in Spokane has built and maintained a large customer base that keeps coming back. With strong Union support, and an active and open relationship at the bargaining table, it's also no wonder that employees make a career for themselves at Pacific Power. "One of the benefits of having the union is that we are able to just go in as a group into our negotiations," John said. "I would say it makes us a stronger unit."



Members at Pacific Power Products are continually learning to ensure they have top-notch skills.

These skilled technicians regularly service large customer fleets.



One of the 18 trained service technicians hard at work at Pacific Power Products in Spokane.



Members discuss work to be performed on a truck in the Spokane shop.

Machinists Have Strong Showing at Bloomsday Event

Spring in Spokane brings the annual Lilac Bloomsday run – the largest road race in the country. The event attracts more than 50,000 participants. This year the Machinists Union had a presence – not only along the course and at our information booth, but in the race itself with our team.

The Lean Mean Machinists team, who ran the Bloomsday Corporate Cup, showed their excellence and finished first in their division. The Lean Mean Machinists consisted of John Warren, CJ Auckerman, Mark Quick, Nick Bauer and Tracy Hawkins. Our team was the only Union affiliate that participated in the event.

John Warren, who served as team captain, said, "I want to thank the Machinists Union for sponsoring our team. We proudly wore the Union shirts. In 30 years of running Bloomsday, this was the first time I was part of a winning team. It was very rewarding and we appreciate all the support."

Members were positioned at Pettit Drive (known as Doomsday Hill) on the 7.46 mile course with banners declaring "Machinists

Support Bloomsday Runners."

In addition, the Machinists had an information booth located at the finish line in the concession area. There, volunteers handed out more than 3,000 bags of Union brochures, promotional items and giveaways in the first few hours. The booth provided an opportunity to make contact with the runners as they congregated after the race. Seven volunteers (Business Rep Steve Warren, Gary Swartz and his wife, Jodi Swartz, John Kofol, John Carbury and his daughter, Koryne Carbury, Allen Eveland, Mekenzie Hawkins) handed out packets and signed up individuals for free raffles. The booth also featured 14 photo collages depicting all of the Machinists Union shops in Eastern Washington. The displays were a huge success and drew comments from past and present machinists, as well as from other participants affiliated with the professions we represent.



Above: Volunteers handed out 3,000 information bags in the first few hours at the Machinists Union booth.



Left: The Lean Mean Machinists team runs the race.



Photo left: Allen Eveland and Mekenzie Hawkins hand out information bags complete with giveaways.

Photo right: Lean Mean Machinists Team receiving first-place medals at the Corporate Lunch: Back row L to R: Nick Bauer and Tracy Hawkins. Front L to R: CJ Auckerman, Mark Quick, John Warren and Steve Warren.

