

Another Round in the Tanker Battle

For nearly a decade, the Machinists Union has worked hard to secure the next Air Force Refueling Tanker contract for Boeing. Our most recent effort came in the form of a meeting with members of our Congressional delegation last month.

On Friday, February 19, District 751 members, Stewards and staff stood along-



Members again rallied to show support for a Boeing built refueling tanker on Feb. 19.

side U.S. Senator Maria Cantwell and Representatives Jay Inslee and Rick Larson to voice support for the Boeing KC-767.

The rally, held at the Everett Union Hall, came just days before the Air Force released its final

Request for Proposal (RFP) for refueling tankers on February 24. The RFP spells out 372 factors that the Pentagon will consider when awarding this contract.

The release of the new RFP started the clock ticking for potential bidders, of which there are likely to be only two: Boeing and the Northrop Grumman/EADs team that wants to modify Airbus A330s into tankers that are, at this point, simply con-



U.S. Senator Maria Cantwell thanked members for their support of the Boeing tanker. Joining her onstage was Rick Bender (WSLC), Reps Rick Larsen and Jay Inslee, 751 Sec.-Treasurer Susan Palmer, Larry Marrell (SPEEA) and 751 District President Tom Wroblewski.

cepts. Each side has 75 days to submit its bid, which means a deadline of May 10.

Pentagon officials are rejecting complaints from Alabama's pro-Airbus contingent, who claim that the criteria was set up to unfairly favor Boeing's less-expensive KC-767. Compared with the Airbus plane that would require billions of extra dollars in hangar and taxiway modifica-

tions, the Boeing plane is not only less expensive to buy, but less-expensive and less -time consuming to deploy.

The Alabama delegation lobbied hard to get the Pentagon to change its requirements to favor the Northrop/Airbus tanker and after losing the fight, Northrop Grumman executives have hinted that

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Union members lined the Everett flight line to witness the first flight of 747-8 on February 8.
Right: 747-8 takes flight.



747-8 First Flight 'Incredible'

District 751 members in Everett celebrated the 41st anniversary of the first 747's flight by watching the latest incarnation of the iconic jumbo jet – Boeing's 747-8 – take to the skies for the first time.

"The first flight of the 747-8 was very impressive," said District President Tom Wroblewski, who watched the first flight from Paine Field. "The size, the speed, the power and the beauty of that plane are remarkable, and to know that our members put that plane together makes me very proud."

Generations of Machinists have worked on the various 747 models, and those watching the first flight on Feb. 8 said they felt a unique connection to commercial aviation's most-recognizable plane.

"The first one ever landed at San

Juan, Puerto Rico, I was on it," said Doc Tueruel. "And it was a 'Four-Seven that brought me back from Desert Storm.'"

Geoff Olson said he'd worked on 747 body structures for two years, but had never seen one fly. He said he'd worked on the first 747-8, as well as the last 747-400.

"It's going to be cool to see her take off," he said. "It's pretty exciting, especially when you take part in it. I help put that together."

The first 747-8 – now in flight testing at Moses Lake before heading south to Palmdale, Calif. – is a cargo jet intended for delivery to Cargolux, the European freight carrier. Cargolux was one of the launch customers for the Dash Eight, with firm orders for 10 of the 108 747-8s

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Member Can Smile Thanks to Union Help

Auburn Machinist Barbara Arrasmith can smile about it now, but her three-month battle with her insurance company was about as much fun as a toothache.

But thanks to the efforts of her union – and some timely help from Boeing Human Resources – Arrasmith recently got a check for more than \$900 that offset much of her out-of-pocket costs, and much of the bad taste in her mouth.

"It's something in our contract," she said. "We shouldn't have to fight that hard."

Arrasmith's issue began in November, when her dentist informed her that she needed an implant to repair a damaged tooth. Her regular dentist referred her to a specialist, who did the work, and billed Washington Dental Service afterwards.

Arrasmith knew that the cost of the procedure was above and beyond the

amount of the dental insurance benefit she had under her Machinists Union contract with Boeing, so she was prepared to pick up a sizable portion of the bill on her own.

What she wasn't prepared for was Washington Dental denying the claim entirely – even though the Union's contract with Boeing clearly states that implants are covered, as long as they're not cosmetic. (Check it out on Page 229, lines 22-25.)

"Mine wasn't cosmetic," Arrasmith said.

Arrasmith called the insurance company to point out the error, only to be rebuffed on the phone. "The girl got really rude," she said.

Arrasmith's dentist also wasn't very much help. "My dentist hasn't got time to sit there and fight with WDS."

But somebody who did have the time

and inclination to help was Auburn Steward Dave Swan, who called in District 751 Business Rep Heather Barstow for added assistance.

"Dave Swan got a hold of Heather," Arrasmith recounted. "She came in right away to see me, and later that day she handed me an

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With assistance from Business Rep Heather Barstow (l) and Steward Dave Swan (center), Barbara Arrasmith received a check for more than \$900 to reimburse her for covered dental procedures.



Major Milestones

Looking back on the innovations Joint Programs has delivered in their first 20 years

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Members Keep Aging Tankers Aloft

Members at Fairchild AFB are critical to keeping the current KC-135 refueling tankers flying

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REPORT FROM THE PRESIDENT

Boeing Tanker Best for America, Taxpayers, Economy

by **Tom Wroblewski**,
District President

At long last, the Pentagon has issued its final Request for Proposal (RFP) for tankers. Maybe this time things will happen.

It's been a long and twisted road to get to this point. I won't bore you by recapping all the times we thought we'd finally won the tanker. But it often feels to me like the movie *Groundhog Day* – for nine years we've done all that we could, so is this finally the morning when we wake up and things will be different?

We've stood beside Boeing in the tanker fight for all these years and know it is the right decision.

We've always felt that the KC-767 tanker favored by Boeing was the right plane for the military. Northrop Grumman likes to talk about how its Airbus tanker has more cargo capacity, but the Air Force needs a refueling plane, not some weird hybrid "multi-mission tanker/transport" that doesn't carry cargo or pass fuel as well as a purpose-built plane.

We've always known that the Boeing plane was a better option for taxpayers as well. Not only is the KC-767 itself less expensive than the competing Airbus plane, but going with Boeing means that the Air Force won't have to spend billions more rebuilding airports and hangars to accommodate the oversized KC-30. Fiscally, it's the smarter option.

And we know that it's a better option for America. With nearly 31 million Americans out of work completely, or working only part-time after losing full-time jobs, we need the kind of economic stimulus that only an all-American tanker



can provide. Sure, the Northrop/Airbus tanker would create some American jobs – but the Boeing tanker creates more, and in the midst of this Great Recession, that's got to be a consideration.

And that comes back to the biggest reason why we've supported Boeing for all these years – a Boeing tanker means jobs for District 751 members. Winning the tanker contract would mean that our members in Everett and Auburn – and those who work at Triumph Composites in Spokane and BAE in Everett – will be building 767s and 767 parts for most of the next two decades.

Finally, we know that the Boeing tanker is the more-practical option. It just makes more sense to have the world's best aerospace workers build these planes, in existing factories with long-established supply chains, rather than go with the competing plan to have untrained workers who haven't been hired, assembling planes in an as-yet-unbuilt factory from parts machined in Europe and shipped to America. The new Air Force tankers are too important to risk on that kind of untested, one-of-kind, trans-Atlantic joint venture.

The tanker battle is far from over, of course. We've still got a lot of work to do to convince the Pentagon and Congress – and really all Americans – of the truth about our tanker. And we'll do this as one team, united in solidarity, from our local lodge officers in Puget Sound and Spokane to our International President. Our IAM&AW brothers and sisters at the Grand Lodge level have been beside us all the way through this long struggle and their support will be crucial once again.

We'll certainly need your support, so be ready when we call on you – one more time – to let your elected representatives

know that a Boeing-built tanker is the only option for America, its military, its taxpayers and its economy.

As our 75th anniversary year continues, it's important to note another key milestone, that being the start of a third decade for IAM/Boeing Joint Programs.

Joint Programs was launched in 1989, as two separate initiatives: the Health and Safety Institute and the Quality Through Training Program, which were later merged into one.

Both were cooperative efforts by the Boeing Co. and this union to improve training and safety for workers in the factory. In the two decades since, Joint Programs has pioneered all kinds of cooperative programs to improve the safety and productivity of our members, from health and safety site committees at all Boeing's major facilities, to career planning and education assistance.

Many of these programs have been in place for so long we've started taking them for granted. We shouldn't – all the benefits that Joint Programs brings to our members were the fruits of hard bargaining.

Joint Programs is also a fine example of what can happen when Boeing management partners with this union. By working together, we've been able to cut injuries and increase productivity – both of which are factors that contribute directly to Boeing's bottom line. I firmly believe that if we could build on the cooperation we enjoy with the company in Joint Programs, then all Boeing's shareholders and workers would both reap great benefits.

Finally, the other big news in February was the first flight of the 747-8, which came one day shy of the 41st anniversary of the first 747's maiden voyage.

It was an incredibly proud moment for me, watching it take off and fly. This

newest 747 model is bigger, more powerful and quieter than any of its predecessors, and it is a testament to the skills and ability of the thousands of District 751 members who work on it now, or have worked on it in the past.

Our members have been building 747s for more than four decades, and each new generation has brought new skills to the table. That's helped Boeing keep the airplane fresh. While other planes launched in 1969 – like the Concord – are sitting in museums, the 747 is flying proudly into a new century, thanks to the talent and dedication of our members.

The 747-8's first flight was just one more example of how District 751 members are "First in Aerospace," and I'd like to offer my heart-felt congratulations to everyone who worked on the new jumbo jet. You – and that airplane – are incredible.

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

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747-8 First Flight 'Incredible'

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now on order.

Boeing has sold a respectable 76 747-8F freighters, but sales of the passenger model – the 747-8I Intercontinental – have been slow, with Lufthansa and Korean Air being the only airline buyers. Boeing also has a net seven orders for a business jet version of the plane.

The global economic crisis has weakened demand for both the passenger and cargo versions, Boeing CEO Jim McNerney acknowledged. But he told investors at a February conference in New York that he expects more orders soon, particularly for freighters.

"You're going to see some thaw in this market this year toward the second half of this year," he said. "You'll see some orders that are in the midst of discussions right now."

Boeing may have built 747s for four decades, but the Dash Eight represented a whole-new challenge, said Richard Perreault, one of the mechanics who worked on the program.

"Just think of the grief at first," Perreault said, as he and other 747 co-workers listened to the jet's engines spool up in the minutes before the first flight. "We had new people, new procedures."

When the big day finally came, the first flight itself was delayed more than two hours by heavy clouds over Paine Field.

No matter, said Joe Quintanilla, a structures mechanic who volunteered with his wife, Cynthia, to do crowd control during the first flight. "We just had to wait for the sky to open up."

The weather delay made for a long wait alongside the runway on a damp, chilly morning. But after months of hard work and long hours of overtime, the 747 team wasn't about to miss that first flight, said Kevin



A flight line mechanic crossing the runway as the 747-8 taxis for takeoff is dwarfed by the new jumbo jet. Inset above: Kevin Weiderstrom, who has worked lots of long hours to prepare the 747-8 beamed with pride as he witnessed the first flight.

Weiderstrom. "It's been a long wait," he said. "We earned this."

It was a proud moment, said Quintanilla. "I built this. I put it together," he said. "We're really excited to do a passenger plane too."

Given all the hard work that went into building Boeing's first 21st century jumbo jet, all District 751 Machinists should be proud, Wroblewski said. Their effort proved them worthy heirs to those original Incredibles who built the first 747s 41 years ago – and saved the Boeing Co. in the process.

"Today's first flight is a testament to the best aerospace workers in the world, who are located right here in Puget Sound," he said. "The 747-8, and the Machinists Union members who build it, are nothing short of incredible."



L to R: Doc Tueruel, Geoff Olson and Chris DeLisle talk about their role in the 747-8 while they wait for the first flight.

POLITICAL ACTION

Another Round in the Ongoing Tanker Battle

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they may not bother to submit a bid.

"Why would a customer change their requirements so a certain company's products can be considered?" questioned District President Tom Wroblewski. "What our military needs should come first, and we know that means selecting the Boeing-built tanker."

At the Feb. 19 rally, Wroblewski thanked Senator Cantwell and Representatives Inslee and Larsen for their efforts and also acknowledged the leadership of Senator Patty Murray and Congressman Norm Dicks in this long struggle to secure the right tanker for the U.S. Air Force. He also applauded the tremendous effort our members have put into this battle.

Once the bids close on May 10, the Pentagon will spend the next 120 days reviewing them before awarding the contract, which is expected to be worth about \$35 billion. Officials said they expect to make an announcement on who will build the next-generation tanker sometime in mid-September.

"This is going to be an objective completion," Deputy Defense Secretary

William Lynn said. "It is going to be fair. It is going to be open." He also vowed to resist political pressure and "play this straight down the middle."

To enhance our changes, District 751 has been participating in the Washington Aerospace Partnership (WAP), a coalition of business, labor and government leaders pushing for a Boeing tanker and reaching out to other states for support. The group has also launched the website www.ustanker2010.com. In addition, Governor Chris Gregoire led a press conference on Feb. 22 that included governors from eight other states who are pushing for a Boeing tanker.

While support for a Boeing tanker continues to build, look for new groups to spring up and attempt to influence the decision.

One such group that surfaced at the end of February is the "Build Them Both" coalition, which urged Congress and the Pentagon for a split-buy to dilute the taxpayer's tanker dollars. This group claims to be a grass-roots coalition of concerned citizens who only want what's best for the Air Force, but they have hired a high-profile political operative to lead their D.C. lobbying efforts — making their effort look anything but grassroots. Their well-polished campaign has sprung up overnight, signaling that someone has poured a lot of money into it, but they have yet to disclose who.

Fortunately, the Pentagon insists that it's not interested in splitting the tanker contract — sentiments top Air Force officials repeated just this week. Anyone who has experience in



Senator Maria Cantwell talks with concerned members at the Everett Hall on her efforts to secure the Boeing tanker contract.

the aerospace industry, as our members here in Puget Sound do, understands why. The world's most profitable airlines only operate one type of plane in their fleet, because it cuts down on spare part costs and training requirements.

After reviewing the final RFP, Boeing's backers said they were confident that the KC-767 would be the right plane for the Air Force.

"I'm pleased with what I heard," said U.S. Rep. Jay Inslee. "As far as the specifics of the proposal, we're very much in the game."

U.S. Sen. Patty Murray agreed, and vowed close oversight to ensure the Air Force lives up to its promise to be "fair and transparent."

And U.S. Sen. Maria Cantwell delivered good news to District 751 members: She told reporters that Boeing has promised her that it will build the tankers in Everett and modify them in Wichita, which specifically rules out any chance of building them in South Carolina.

"Given a fair shot, Washington state's

workers will bring home this contract," Murray said. "We have the skills, the technology, and the experience of having built the only combat-ready tanker to prove it."

District President Tom Wroblewski declared "We will keep up our efforts until our members are finally building these refueling tankers. We know it's the right plane, our Congressional delegation knows it, and soon the Air Force will acknowledge that too by awarding the contract to Boeing."



Steward Robin Johnston (r) conveys his concerns to Congressman Larsen and 751 Political Director Larry Brown.



Congressman Inslee (l) talks with member Jeff Katzele about the tanker.



Steward Steve Johnson (l) urged the Community Transit board to keep early morning buses to Boeing Everett. Inset: Business Rep Jon Holden stressed the cuts would make parking and traffic at the Everett plant much worse.

Members Urge Reconsideration of Proposed Bus Cuts

On February 4, a delegation of District 751 members strongly urged the Community Transit board of directors at a public hearing to reconsider plans to shut down early-morning bus routes that workers rely on to get to Boeing's Everett facilities.

Without the bus service, "the already-difficult parking situation at the Boeing plant will become nearly impossible," Business Rep Jon Holden told the board. "Without Community Transit service, the clogged Mukilteo Speedway will become nearly impassable."

More than 150 people packed the hearing to give input. The board is set to vote on the proposals March 4. If approved, changes take affect in June.

The transit board is wrestling with a projected \$5 million budget shortfall for 2010. As reported last month, to deal with the shortfall, administrators propose eliminating all Sunday and holiday service, plus most weekday service before 6 a.m. Two routes that ferry an estimated 600 workers from Gold Bar and Stanwood into the Boeing site also are on the chopping block.

Given the economic realities some ser-

vice cutbacks are inevitable, District 751 leaders concede. But the proposed cuts would create a special hardship for union members who work at Boeing, given that thousands of them start work well before the 6 a.m. start time proposed by Community Transit management.

"Most of us are at work at 6 a.m. — we start at 5:30," Steward Brett Sanchez told the board.

By cutting that early-morning service, "you're going to be losing money, you're not going to have people riding the bus in the afternoon," he said.

The agency is promoting van pools to replace buses, but they just can't meet the need, added Steward Steve Johnson, who described the morning traffic jams on the trestle where U.S. Highway 2 meets Interstate 5. He gets caught there most mornings in his van pool, he said, and "the buses that run past us are already full of Boeing workers."

Cutting back on service will only make things worse, Johnson said. "Parking at Boeing is horrible and the highways to the plant are jammed solid."

The IAM delegation loudly applauded

the testimony of Boeing manager Doug Simmons. The bus he rides in from Stanwood is one of the routes Community Transit has proposed cutting, even though it's packed full to standing, Simmons said.

"Everybody's loading up in Stanwood. That's where you're getting all your people," he said. "We'll take a fare increase — I just hope you'll consider other options."

Holden urged the board to delay a decision until the Legislature has time to act on a proposal that would allow Community Transit to temporarily collect new fees, which would be enough to fill the budget gap.

Cutting commuter service to Snohomish County's largest employer in the midst of a recession is a mistake, the Machinists said.

"As far as I can see, if these cuts are made, citizens may not be able to go to work, citizens will pay more in fuel costs, this will keep patrons off Community Transit buses, and it will discourage ridership — forever," Holden told the board. "None of these help bring us out of this recession."

Stimulus Funds for Spokane

Spokane will be able to complete another four miles of its long-delayed North Spokane Corridor, thanks to \$35 million in federal dollars from the so-called Obama stimulus package.

That's good news for members of Local 86 in Spokane, who for decades have waited for state and local officials to complete the north-south route through the heart of Spokane, linking Interstate 90 to U.S. Highway 395.

The corridor expansion "will save shippers both time and money while freeing Spokane motorists from avoidable traffic congestion and relieving much of the 2.4 million pounds of carbon dioxide generated when the large rigs creep from intersection to intersection and sometimes tie up traffic through multiple signal changes while they navigate their semis through tight turns," according to the editorial board of the Spokesman-Review newspaper — where the workers who run the presses are Local 86 members.

Local 86 also represents mechanics at Kenworth Sales, Penske Truck Leasing, Cummins Northwest, United Parcel Services and B&B Truck Services — all companies that have a vested interest in improving routes for trucks hauling freight through eastern Washington's largest city.

The Spokane project is "exactly the type of project I had in mind when working to create this grant program," said U.S. Sen. Patty Murray, who announced that Spokane had won the funding. "This project puts people to work, improves safety, reduces congestion, and helps build a more economically vibrant and competitive region."

Union Spreads Word About U-Cubed Campaign

District 751 is one of the first units of the International Association of Machinists to have actively embraced UCubed, a nationwide initiative of the IAM&AW to aid unemployed Americans.

District 751 staffers distributed information and recruited UCubed members at a series of “resource fairs” organized for jobless people in Snohomish County in February.

“It’s a communications tool amongst themselves, with the hope that there’ll be enough people to join the cube to be an influence on Olympia and Washington D.C. for jobs,” said Ernie McCarthy, a District 751 organizer who took part in the resource fairs.

The fairs were held in Everett, Marysville and Lynnwood, and were sponsored by the Snohomish County government and local aid agencies. The goal was to let unemployed people know about a wide range of services available to help them find jobs, get training for new careers or to just survive during this Great Recession.

Offerings ranged from free flu shots for unemployed people to resumé-writing workshops to free tax-filing assistance to help jobless people get bigger returns.

Soaring unemployment rates prompted the effort, officials said. Snohomish County’s official jobless rate hit 10.3 percent in December (the most-recent month for which data was reported). That’s higher than the statewide average of 9.5 percent, and translates into more than 39,000 people out of work. It doesn’t count the number of

people who are working less than full-time, or who have given up on finding a job altogether.

“We’ve got to do something for people who are out of work,” said Carl Zapora, the CEO of United Way of Snohomish County. “We can’t just sit back and wait for things to get better.”

More than 200 people showed up for each event, he said, with attendance getting bigger as word-of-mouth spread. “We’re reaching 500, 600, 700 people who are getting some valuable tools.”

Membership in UCubed – formally called “Ur Union of Unemployed” — was one of them.

The IAM&AW launched the new union for unemployed people in January. The union cited a need to do something to help the more than 31 million Americans who are out of work completely or have seen their hours significantly slashed as a result of the economic meltdown.

It is organized around a simple concept: unemployed people join six-person “cubes” with other out-of-work people in their ZIP codes. The people within the cubes then share job-hunting tips and provide moral support to each other as they try to make it through the current economic crisis.

UCubed also provides links to online job-finding tools, including resumé-writing tips and advice on how and where to find work. And people who join UCubed get access to the Machinists Mall, where they can take advantage of the same discounts and rebates on essential goods and services that regular IAM members



751 Organizers Abdul-aleem Ahmed and Ernie McCarthy distributed UCubed information at a series of ‘resource fairs’ in Snohomish County. The new program is aimed to help the unemployed network to find new work.

enjoy.

As the cubes grow, they also become a way to ensure that jobless people have their voices heard in the halls of power. One of the documents the District 751 organizers handed out was a “Jobs Now!” card addressed to Congressional leaders, telling them that “if we can spend billions on banks, we can certainly invest in American workers.”

That seemed to strike a chord with the Snohomish County people at the resource fairs, said Abdul-aleem Ahmed, another District 751 organizer. “A lot of people are frustrated that Congress moved so quickly to bail out Wall Street, but has taken its time when it comes to creating jobs for ordinary Americans.”

As the cubes grow, UCubed’s organizers at the IAM&AW are putting together a searchable database listing unemployed people and their skills that will be available to employers who will be looking to hire when the economy eventually rights itself.

“Ur Union of Unemployed is a way – I think it is the best way – for thousands

of unemployed to get and stay active during those dreary days and sleepless nights,” said IAM&AW International President Tom Buffenbarger. “I am convinced that this unique, useful and unifying idea will add a real sense of urgency to efforts to get all Americans back to work.”

Snohomish County officials were glad to have the Machinists spread the word about UCubed at their events, said Deborah Squire, who is the vice president of marketing for the local United Way.

“It’s a great resource,” she said, “and a real service that’s relatively new that people might not know about.”

Squire said the personal connections UCubed offers are probably the most-valuable aspect. “Most of us find jobs through networking, not through want-ads.”

District 751 will be looking for more opportunities to spread the word about UCubed, District President Tom Wroblewski said. Details about UCubed also are available online at www.unionofunemployed.com.

Applications for IAM/Boeing Apprenticeship Accepted in April - Start Preparing Now!

Applications will be accepted for the IAM/ Boeing Joint Apprenticeship Program April 1, 2010 through April 30, 2010.

Applications will be accepted for the following trades:

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

To obtain an application, call the apprenticeship office at 253-657-2518 between April 1st and April 30th – or print an application from the web at <http://www.iam-boeing.com/apprenticeship.cfm>.

To qualify, you must:

- Be at least 18 years of age.

• Be a current Puget Sound area Boeing employee, or a previous Puget Sound area Boeing employee on the active payroll within the past eight years of the

current application acceptance period (employed any time after January 2001 for the current application period).

- Have a GED or a high school diploma.
- Have US person status.
- Meet specific defined vocational training and/or trade-related work-experience require-

ments for the apprenticeship program being applied for. A list of minimum requirements will be sent to eligible applicants upon request.

- Be able to perform the physical requirements of the apprenticeship. For the Industrial Electronic Maintenance Technician Program, applicants must be able to distinguish between primary colors.

Apprenticeship programs are 8,000 or 10,000 hours in length and include mandatory off-hour, unpaid classroom training. Paid on-the-job training by skilled journeymen provides apprentices with high demand industry standard skills and knowledge.

The recruitment, selection, employment and training of apprentices is without discrimination based upon race, color, religion, sex, age, national origin or the presence of a disability.

A *Preparing for an Apprenticeship* packet detailing the prerequisites for each trade will be sent to those interested in applying. This information is also available on the apprenticeship website at <http://apprenticeship.web.boeing.com>.

The program is co-sponsored by the IAM/ Boeing Joint Apprenticeship Committee.



Travis Smith is learning valuable skills as an apprentice in the Cellular Manufacturing Machinist Program.



Tom Lux, chair of 751 Labor History Committee, stands by a historical button exhibit displayed at the Seattle Union Hall.

Button Display of History

A new display at the Seattle Union Hall tracks the history of District 751 through the pins and badges members have worn on their chests over the past 75 years.

The pins – all of them donated by members – tell the story of how Machinists have tackled the issues confronting them over the decades, said Tom Lux, the chairman of the District’s Labor History Committee, and one of the people who helped assemble the display over a period of several months, starting last fall.

“It’s just a visual reminder of where we’ve come from,” said Lux.

The collection includes a lot of buttons showing support for politicians who have backed the cause of labor since 1935, as well as others worn by people opposed to anti-Union politicians.

Other pins show support for candidates in races for union offices with both the IAM and the American Federation of Labor.

Likewise, there are a lot of solidarity pins from contract talks and strikes, dating back to the 1980 Boeing contract. Others were worn in solidarity with other Unions — like the United Farmworkers, Communication Workers of America and SPEEA – as they fought for fair contracts.

But the collection also shows the evolution of day-to-day Union activity. Some of the oldest buttons, Lux said, are those worn by Machinists during the 1930s to show they were full dues-paying members able to vote in Union elections – an important point in the days when not every mechanic at Boeing was part of the Union.

There are also a number of Steward’s badges from the ‘30s and ‘40s, Lux said.

The display went up in December in the hallway outside the Stewards’ Hall in Seattle, taking its place alongside other labor history displays.

“It’s a different way to look back on some of the events we’ve been involved in,” said Lux. “A lot of our members collect buttons and this was a way to display them and share them.”

IAM/BOEING JOINT PROGRAMS

Remembering Some of Joint Programs' Milestones

IAM/Boeing Joint Programs was established in the 1989 contract negotiations and began to deliver services to the members in 1990. In the past 20 years, this innovative program led the way in delivering many valuable resources, training and benefits to our members. Often what started as an idea at the Joint Programs became a company-wide initiative or was incorporated into our every day work life at Boeing. Looking back gives us a chance to reflect on the accomplishments Joint Programs helped develop.

Here are some highlights from the last 20 years:

EDUCATION ASSISTANCE – Whether you plan to continue in your present work or seek a career change, Education Assistance (EA) provides both active and laid-off IAM-represented employees opportunities for training and education. EA was introduced in the early 1990's – long before Learning Together.

EA is a unique program that allows active and laid-off employees to attend classes and training courses to advance their personal and career goals – even if the training is not related to an employee's current job.

In addition, Joint Programs Education Assistance was the first Boeing initiative to pay tuition directly to the school.

CAREER ADVISORS/CAREER PLANNING – One of the most valued services Joint Programs offers is its onsite Career Advisors. Whether you are holding a WARN notice, already laid-off or an active employee wanting to explore options for the future, Career Advisors can help. Career Advisors offer confidential personalized career development



and training plans. They help find and enroll you in education programs, assist with Employee Requested Transfers (ERT), transcript evaluation, or challenge tests. In addition, they can help with Career Guides, determining a new career path, offer job leads and job search skills, provide information about the re-employment process and many other valuable resources.

CAREER GUIDES AND CAREER EXPLORER – Career Guides were written by union members on staff of Joint Programs, who utilized subject matter experts (hourly employees and line managers in each of the jobs) to validate and capture up-to-date information. Each Guide shows a job summary, typical tasks, duties and responsibilities, knowledge skills and abilities, physical demands and potential hazards, recommended training and minimum skill requirements. The training recommendations in the guides



link directly to enrollment for off-hour classes.

LAI-D-OFF REDEPLOYED WORKERS

Through every layoff since 1990, Joint Programs has been there to help our members transition to new careers or training after they leave Boeing. Redeployment services include not only Education Assistance, but also career counseling, assisting with enrollment in retraining programs,



help with a job search and resumé writing, computing classes to basic refreshers in math, English and study skills. Joint Programs also successfully coordinated job fairs to put employers in touch with our laid-off members and enhance their odds of finding new employment.

Advisors also assist laid-off members through the Trade Act Assistance process when the Union has been successful in securing that benefit from the Dept. of Labor.

SELF-PACED PROGRAMS/COMPUTER LABS – Joint Programs has continually offered self-paced programs and computer labs to meet the educational needs of our members – whether it is remedial training, learning new computer skills, or a host of other curriculum. Joint Programs continues to develop and convert appropriate ERT curricula available in a self-paced format to continuously improve cost, quality and delivery of training.

PEER TRAINING/CURRICULUM DEVELOPMENT – When you want to learn how to do a specialized job who do you ask? The experts – our members on the shop floor. This is the driving force behind the IAM/Boeing Joint Programs Peer Trainers.



Over the years peer trainers have delivered shop specific training, safety training which included incident investigation, lockout-tag-tryout, and "tricks of the trade" to know the most efficient way to perform their job. Hourly Subject Matter Experts were utilized in the design, development and delivery of training. Peer trainers continue to work on the shop floor serving as mentors rather than spending years in a classroom teaching a course.

IN-PLANT ON-THE-JOB TRAINING. Joint Programs has delivered multimedia training on-site for employees in need of quick reference materials for highly-specialized processes after a technology change in the area. In addition, Skills Centers were located at



various plant locations for hands-on training near the work area. The Skills Centers utilize Subject-Matter Experts, which are 751 members from the shop floor, to assist in the training.

SITE-SPECIFIC INITIATIVES – Safety issues are different in aircraft assembly locations than in the fabrication



division or facilities maintenance. Individuals can request tailored training assistance in special projects, displays, and support in investigation of area-specific health and safety incidents. In addition, Ergonomic centers allowed employees to check out and "try out" personal protective equipment ranging from air insoles for shoes, to anti-vibration gloves, to an array of knee pads and a variety of ladders that offer a broader standing base for greater comfort and stability.

SAFETY SHOE REIMBURSEMENT – Safety Shoe reimbursement was negotiated into the 1999 contract and originally provided \$50 reimbursement for purchase of steel-toed shoes for IAM-represented employees working in "mandatory compliance" or "company directed" steel-toed shoe work areas. In 2002, reimbursement amount was increased to \$75 and designation of who could get reimbursement was eliminated. Now, all actively employed IAM-represented employees are eligible to receive a reimbursement of up to \$75 for approved safety shoes according to HSI program guidelines.



HSI SITE COMMITTEES – The Site Committees are comprised of shop floor employees and managers whose top priority is to identify and resolve health and members' safety issues. Their responsibilities include Plant Safety Tours where problems are investigated, solutions found and action taken. Site Committee members observe safety practices in areas of high risk, follow-up on Safety, Health & Environmental Action Request (SHEAR) reports submitted by employees, review and evaluate major accident investigations, and evaluate shop health and safety programs.

MOBILE TRAINING LAB – Joint Programs designed and delivered a 53-foot trailer customized for hands-on proficiency training in lockout-tag-tryout, overhead crane maintenance, confined space entry, confined space rescue, and the respirator fit test. The trailer offered the possible scenarios suited to the shop-specific training needs of Boeing workers.



SAFETY TRAINING. A safer work-

place is a continual goal and one that requires ongoing training. Just a few of the safety training courses delivered by Joint Programs are Job Safety Analysis, Inter-Regional Safety Monitor Training, various courses for the shop safety coordinators, First Aid-CPR/AED, Principles of Occupational Safety & Health, MoveSMART, Lockout-Tag-Tryout, Incident Investigation, Safety Leadership Training, and Hazard Communication.



INCIDENT INVESTIGATION TRAINING. The class teaches participants to secure an accident/incident area, talk to the employees and managers, and determine the problem, as well as solutions to avoid any future incidents. Employees who complete the class also take on the responsibility of being instructors to help train co-workers, and form the basis for safety investigation teams in each shop.

MoveSMART – It's one of the most compelling ergonomics initiatives introduced by Joint Programs. It is based on the fundamentals of martial arts, to make the human body work more safely, more consciously, to leverage strength and avoid strain. By concentrating on certain muscle groups or positioning the body in just the right way, we can complete physical tasks without injury. It is information employees also can take home and apply to their personal pursuits.



HAZARD COMMUNICATION TEAM – This began with comprehensive training on the proper handling of chemicals and processes in the workplace and has evolved into an intranet-based curriculum that moves at an individual's own pace, as well as a video explaining the company's chemical introduction process and how it impacts the workforce.

SHEAR FORM – While the SHEAR form is a Company process, Joint Programs assisted in the development and in ongoing revisions. The Site Committees help deliver resolution to those identified issues.

These are just some of the most memorable highlights of the first 20 years of the IAM/Boeing Joint Programs – an innovative organization that will continue to ensure our members are prepared for the challenge of change years into the future. Joint Programs will continue partnering to strengthen our workforce through Safety, Education, and Training.





When member Lou Forbush had a stroke and needed a wheelchair ramp built to come home, co-workers showed up in force on a Saturday.

The Everett crew is holding a hotdog feed fundraiser for Lou on Friday, March 5 from 10 to 11:30 a.m. in the 40-21 bldg, Col. B-10.5.

Shop Steps Up to Help Co-Worker

Solidarity and teamwork are alive and well for members working in the Accurate Floor Grids shop in the 40-53 building in Everett. When a long-time member needed assistance, the crew sprung into action to make his road to recovery easier.

Member Lou Forbush, a QA Inspector who began working at Boeing in the 1960's, suffered a stroke in early February, and co-workers have continually checked in to get updates and offer assistance. On Wednesday, February 17, members learned that Lou was going to be released from the hospital on Monday, February 22. However, in order to be allowed to return home, a wheelchair ramp had to be constructed at his house.

Wanting to ensure Lou returned home at the earliest possible date, Union Stewards Ed Haala and Deanette Woods knew who to call – the Union. They contacted Business Rep Jon Holden, who has years of experience building wheelchair ramps with the Machinists Volunteer Program, and asked if a ramp could be constructed over the coming weekend.

Holden responded he and Lo-

cal F President Garth Luark would offer their expertise and experience on the ramp building if there were adequate volunteers to complete the project.

The crew eagerly volunteered their Saturday to help Lou and included: Ed Haala, Deanette Woods, Jon Holden, Garth Luark, John P. Gravellese III, Gary Williams, Aaron Aason, David T. Downey, Theresa Tyo-Moore, Kevin Godfrey and his two boys, Zack and Parker (future machinists).

Stewards Deanette Woods and Ed Haala paid for the ramp materials to get it built and are organizing a fundraiser to cover costs and provide additional assistance to Lou. A hotdog feed will be held on Friday, March 5 from 10 to 11:30 a.m. in the 40-21 building, column B-10.5. Any members are welcome to participate and help

out a fellow Union member.

"We have a great group of members who really step up and stick together," said Haala. "This isn't the end of the assistance we'll provide for Lou because there is still work to be done on the house. We're organizing a paint crew now to pressure wash and paint his house. It really is a family that supports each other and is there when you need them, which hopefully will make Lou's recovery a little easier."



Above and left: The volunteer crew got lucky with springtime weather to build the ramp for a co-worker in February. Several members brought their children to help with the project.

Woodinville M

City employees at Woodinville are among the newest members of District 751, but they've already proved they understand one of the union's most-important roles – community service.

Over the past year, about a half-dozen Machinists Union members from Woodinville have been actively involved in rebuilding a house owned by Annie Babcock.

Babcock and her husband were the victims of an unscrupulous building contractor, who they hired to remodel their Woodinville home in the late '90s. The contractor took more than a quarter-million dollars from them, gutted the house to start the work – and then left town, leaving the house unlivable.

Adding insult to injury, Babcock's husband, George, developed cancer and died, leaving his wife alone to tackle the extensive rehabilitation. She couldn't keep up, and thieves and vandals took over, stripping the house of its furnace, wiring and



Volunteers (from left) Garth Luark, Robb and Matt Hardy install insulation at Annie Babcock's house in Woodinville.

Machinist Volunteer Program (MVP) Potluck & Awards Ceremony

Saturday, April 17 - 5 to 7 p.m.
Seattle Union Hall A (9125 15th Pl. S)

Bring family and friends for this fun-filled evening that recognizes the members who volunteer their time. Bring a hot dish, salad or dessert – the Union will provide the meat and beverages. For info, call 1-800-763-1301, ext. 3335.

WORTH NOTING

VOLUNTARY LAYOFFS AVAILABLE AT BOEING

District 751 and Boeing have agreed on a letter of understanding that will allow some members at Boeing in job codes with a declared surplus to volunteer to be laid off with benefits. The agreement follows up on a similar letter of understanding agreed to in 2009. Voluntary layoffs are a way for Boeing to trim its workforce while still retaining employees with critical skills who want to remain on the payroll. The new agreement will be in effect through the rest of 2010.

Interested members can apply for a voluntary layoff by completing an online Registration of Interest form. Visit our website at www.iam751.org for details of benefits and the process.

BOEING APPRECIATION DAY AT MOHAI - Sunday, March 21

The Museum of History and Industry (MOHAI) will be hosting a Boeing Appreciation Day on Sunday, March 21 from 10 a.m. to 5 p.m.

Special tours, discounts, drawings and activities for children will be available as a thank you for Boeing's long-standing support of MOHAI. Check www.seattlehistory.org full schedule of the day's activities.



Free to current and former Boeing employees.

ZERO COLA FOR MEMBERS AT BOEING FOR MARCH 2010

Calculations for the March 5, 2010 cost-of-living adjustment (COLA) for IAM hourly employees working at Boeing resulted in zero. Because the calculated quarterly adjustment amount is below the Bureau of Labor Statistics (BLS) Index the quarterly COLA amount will be \$0.0 (Zero). Pay cards have been printed with an updated calendar.

COLA is generated quarterly under the IAM contract and is based on the federal government's Consumer Price Index. The next quarterly COLA will be June 4, 2010.

CORRECTION FROM LAST MONTH ON TAA FOR CONTRACTORS

In the February edition of the *Aero Mechanic*, on page 3 incorrectly reported the wrong layoff dates to trigger Trade Adjustment Assistance for employees laid-off from 27 different contractors who work at Boeing. The correct layoff dates for TAA benefits are May 22, 2008 through October 19, 2011. The February paper had March 22, 2008 instead of May.

751 Offers Red Cross Assistance for Winter Olympics

Most of us realize that months of planning and preparation go into an event the size of the Winter Olympics. However, few are aware of just how many organizations are involved or the extent of the contingency plans.

In January, Machinists District 751 became part of the Winter Olympics contingency plan in case there was a disaster at the games.

In the event of a natural disaster, terrorist act or other catastrophe and athletes and citizens needed to be evacuated, District 751 agreed to allow the Red Cross to use our Everett Union Hall as a staging area for families of potential victims. The plan would be to fly people out of Vancouver to Paine Field via military airlift. This would create a tremendous influx of families wanting to get in touch with their loved ones. Our hall would be the focal point.

District Secretary-Treasurer Susan Palmer worked with the Red Cross and the Everett Business Reps setting up a phone chain in the



District 751 agreed to allow the Red Cross to use our Everett Hall as a Family Support Center in the event there is an emergency at the winter Olympic Games. Sec-Treas. Susan Palmer explains the contingency plans to Everett Business Reps and Dist. President Wroblewski.

event the hall is activated as a support center.

"We hope our hall won't be needed, but if there is an event that triggers an evacuation, the Union is proud to offer its services to help," noted Palmer.

Y SERVICE

Members 'Build' Community Service with MVP

plumbing fixtures and leaving a tremendous amount of trash behind. A winter storm dropped a tree on the roof, compounding the damage.

Jason Burt, who is the code enforcement officer for the city of Woodinville, has known about the Babcocks and their struggles for years. He first encountered them on the job, when he found them out of compliance with building codes.

"I busted them," he said.

But over the years he became friendly with the couple, and after George Babcock died, he tried to help Annie when and where he could.

About a year ago, Burt helped organize a group to help Annie put her house back together, working with volunteers from the Woodinville Police Department, the King County Sheriff's Office and a local church.

"We ended up with 200 volunteers,"

Burt said. "That's when it started gaining some steam."

Burt by now had become a District 751 steward. City employees in Woodinville voted to join the Machinists Union in 2008, and they ratified their first contracts with the city in 2009.

So when it came time earlier this month to install the insulation in the house, Burt called on the volunteers of District 751.

"We needed someone who could come in and do

the job quickly and well," he said. "I figured my union brothers and sisters could come in and do it."

Burt couldn't have asked for more-willing volunteers, said Business Rep Jon Holden, who represents the new Woodinville group.

"Through our MVP (Machinists Volunteer Program) outreach, we do a lot of things – building wheelchair ramps, cleaning up highways, and so on," Holden said. "Installing insulation was a little different, but very rewarding."

"This was also a great opportunity for our new Woodinville members to get to know some of our members who work at Boeing," Holden said. "We found we have a lot in common, and one of those things is a commitment to making our communities better."

In all, about a dozen Machinists took part in the Feb. 6 work day, installing insulation throughout Babcock's house and filling in trenches that had been dug previously in the yard.

After a year of work, the Woodinville volunteers have punched in a new driveway, planted a new lawn and erected a street light. They've put on a new roof, installed all-new plumbing and wiring, and with the insulation in place, the vol-



751 volunteers (from left) Bob Gepford, Matt Hardy, Jon Holden, Garth Luark, Brian Meyer, Robley Evans, Jim Scarsorie, David Simms, Jason Burt and Vennie Murphy teamed with other community volunteers to spend a day working to restore Annie Babcock's house in Woodinville.

unteers are ready to start hanging sheet rock, Burt said.

Their goal is to have Babcock's house ready for her to move in by May 15, and with the way things are going, "I think we'll make that pretty easily," Burt said.

Will the District 751 MVPs be back? They're



Business Rep Jon Holden and MVP Chairman Robley Evans were among the volunteers who filled in trenches in Annie Babcock's yard.

always welcome, Burt said. "They did a great job. We couldn't have asked for better."

For more information about the Annie Babcock House project, go online at www.facebook.com/IAM751 and follow the link to "Annie Babcock's House."



Robley Evans

Members at McChord Provide Help to Haiti

District 751 Members at McChord Field are playing a key role in the U.S. response to the recent earthquake in Haiti.

The members – all employees of Boeing Aerospace Operations – provide a crucial currency training capability for Airmen and maintain the simulators that C-17 pilots and crews train on at the airfield, which is part of the Army and Air Force's recently merged Joint Base Lewis-McChord south of Tacoma.

"We train them to be world-wide capable," said Jim Schneller, a steward for the BAO group at McChord. "They need to be ready to go from the cold of Antarctica to the heat of Iraq and Haiti."

Schneller and his BAO colleagues joined the Machinists Union in 2009. There are about 40 members in all, providing a range of support services for C-17s belonging to the 62nd Airlift Wing, including training for pilots and loadmasters, and maintaining the flight simulators.

New C-17 pilots spend about 25 hours

each quarter in the flight simulators at McChord, practicing all kinds of missions under a variety of conditions. As pilots gain flight experience, that tapers off, but a veteran pilot will still spend 10 to 15 hours every three months practicing on the "sim."

The benefit is that pilots can explore the C-17s maximum capabilities while flying the simulator, said Capt. Lindsey Jackson, a C-17 pilot.

"It lets us push the capability of the jet and see how it reacts," she said. "It's critical for our currency training, and it is a very realistic training capability."

In addition, with the simulator, instructors can customize the simulation to address a wide range of potential situations a crew might encounter, or even freeze the program and discuss with C-17 crews how to respond when something goes wrong – things you can't do in a real airplane.

"It provides us the training we need to be prepared for a new situation like the Haiti earthquake," Jackson said.

The keys to the Haiti missions center around navigating the chaotic situation around the crippled Port-au-Prince airfield, said Schneller. The ramps are crowded with a wide range of planes flying relief supplies and traffic on the one working runway is heavy, requiring careful timing for arrivals and departures.

There's no way to train for exactly this set of conditions, which is why it's so important that the pilots and loadmasters really understand how C-17s perform and what they're capable of, Schneller said.

Because C-17s are such capable aircraft – and because their crews are well-trained – the squadrons at McChord find themselves flying all kinds of military and humanitarian missions, all over the world.

"Iraq and Afghanistan, tsunamis, hurricanes, earthquakes – it seems like they're involved in just about everything," Schneller said. "That's the thing about airlift, it does not tend to be routine. You've got to be prepared for the next thing."

Jackson was on the first McChord flight into Haiti on Jan. 17, five days after the earthquake struck. The crew flew in members of the New York City urban rescue team, who went to work pulling survivors from the rubble of Port-au-Prince, the Haitian capital.

On the way out, they ferried 186 Haitian-American survivors to Orlando, Fla.

C-17s normally don't haul anywhere



U.S. Air Force photo/Master Sgt. Chris Haylett
As part of earthquake relief services, airmen assist Haitian evacuee Leanne Civil onto a McChord C-17 in Port-Au-Prince, Haiti..

near that many passengers, so the loadmasters had to figure out how to accommodate them on the floor of the cargo area. They ended up using cargo tie-downs as giant seatbelts, Jackson said.

"I don't think anybody had dealt with an emergency floor loading before," she said. "Everybody sat down, and we put the belt over them and tightened it up."

Many of the C-17 aircrews would repeat the procedure in the weeks that followed.

Flying the Haiti mission was "amazing," said Jackson, who's a native of Oak Harbor and has flown C-17s for three years. "It was a real honor to be able to help out with something like that."

McChord has two C-17s dedicated to flying Haitian relief missions as of press time, Jackson said, and the President announced a commitment to continuing aid to Haiti.

However long McChord's support to Haiti lasts, the District 751 Members who work at BAO will be there to back up the C-17 crews at McChord, Schneller said.

"We're proud of the job they do," he said. "They're hard workers and smart people, and they do a nice job."



U.S. Air Force photo/Master Sgt. Chris Haylett
A McChord C-17 Globemaster is filled with approximately 186 evacuees from Port-Au-Prince, Haiti. The McChord aircrew airlifted earthquake evacuees to Orlando, FL.

The Martyrs of Women’s History: Remembering the Victims of the Triangle Shirtwaist Fire of 1911

by Rosanne Tomyn

Every March, the nation celebrates Women’s History. We recount the names of many brave women who gave a voice to working women everywhere: Elizabeth Gurley Flynn, Mother Jones, Kate Mullaney. We speak of their courage and undying devotion to the labor movement. We remember the women who spoke out, who shouted and made sure that everyone heard. But what about the women that didn’t have a voice? What about the victims of an unfair system that didn’t live to see true change? What about those women that, in their own nameless suffering, forged the path for all women today? Those women are the Jane Does of history, and though they don’t have a namesake, their story is



A political cartoon that ran shortly after the tragedy, as the community erupted with anger.

more than worth mentioning.

In the struggle for workers rights, many women lost their lives: mothers, sisters, wives, daughters, aunts, grandmothers. All of their sacrifices exemplifying the power of the female voice; a power that so many women of old America had only in death. For in life, they lived and worked in silent slavery, but in death the collective silence of their loss inspired a movement.

One of the greatest tragedies of the early 20th century involved the death of 148 garment workers in New York City. On March 25, 1911, the workers at the Triangle Shirtwaist Company, most of whom were immigrant women, headed to work for a normal day. A notoriously anti-union shop, Triangle Shirtwaist was the only shop that did not honor the shorter Saturday workday won in 1909 by a strike with the International Ladies



Photograph by the International Ladies' Garment Workers' Union



A digital recreation of the fire made by Nick Rotondo of Bizzy Productions, Inc. that shows how tightly packed in the workers were.

Garment Workers Union (ILGWU). Hours after their counterparts at the companies on the lower floors had been released to go home, the workers at Triangle continued to slave away at their machines and at 4:40 p.m., a fire started on the eighth floor. Surrounded by hanging linens and scrap materials strewn on the floor, the fire quickly erupted.

Workers immediately began filling buckets with water to douse the flames, but it didn’t take long to realize that the fire could not be stopped and the flames quickly spread through the ninth and tenth floors. Trying to flee the building, workers found that the exits had been locked by supervisors to prevent breaks and keep union organizers out. Further frantic searching for a way out of the flaming building led to the discovery that both the building’s elevators were not working. And, the sole fire escape

doomed from the moment the fire started. In an article run in the *American Federationist* newspaper the following month, Samuel Gompers noted that the workers were “packed at their machines like close-herded cattle, while at work they were locked in like penitentiary prisoners, they had never been exercised in a fire drill, they toiled among heaps of highly flammable materials, they had as outlets in case of fire an impracticable fire-escape...”

A *New York Times* article that ran the following day reported that most of the workers “were suffocated or burned to death within the building, but some who fought their way to the windows and leaped met death as surely, but perhaps more quickly.”

One observer noted that the girls “rushed to the windows and looked down at Green Street, 100 feet below them. Then one poor, little creature jumped. There was a plate glass protection over part of the sidewalk, but she crashed through it, wrecking it and breaking her body into a thousand pieces.”

One man in the building, the only man that many reported seeing jump himself, helped the girls get out the window. He held the women out the window and dropped them one-by-one. Observer William G. Shepherd said, “He held out a girl who did not resist. I noticed that. They were as unresisting as if he were helping them onto a streetcar instead of into eternity. Undoubtedly, he saw that a terrible death awaited them in the flames, and his was only a terrible chivalry.”

According to Shepherd, the most tragic scene came when the same man held his love out the window before propelling to the ground himself. “Those of us who were looking saw her put her arms about him and kiss him. Then he held her out into space and dropped her. But quick as a flash he was on the window sill himself...together they went into eternity. He chose the easiest way and was brave

enough to even help the girl he loved to a quicker death, after she had given him a goodbye kiss.”

The girls continued to pour out the windows and in the end, 148 people lay dead in the streets and burned within the building’s charred remains. Fire Chief Croker, who could recall a career-worth of horrific images, said that the Triangle Shirtwaist Fire was the worst he had ever seen. And, when asked if he could identify if the bodies in the building were that of women or men, another officer on the scene replied that “its human, that’s all you can tell.”

In the days that followed, memorials were held throughout the city. The ILGWU held a march of protest and outraged citizens demanded action taken against unsafe working conditions. The community began to recognize the power of the union in the protection of workers – and many realized that a union presence at Triangle could have averted the tragedy altogether. At a memorial held in the Metropolitan Opera House on April 2, 1911, Women’s Trade Union League organizer Rose Schneiderman called on the working class to demand change. “I can’t talk fellowship to you who are gathered here. Too much



Triangle workers toil away at their machines in this photo taken before the fire.

blood has been spilled. I know from my experience it is up to the working people to save themselves. The only way they can save themselves is by a strong working-class movement.”

Marches, memorials and rallies helped garner more attention and within a month, a Factory Investigating Commission was founded. Statewide hearings led to factory safety legislation and prompted unions and businesses to conduct investigations through the Joint Board of Sanitary Control. Stricter standards were put in place and the unions were granted the ability to enforce workplace safety requirements.

The loss of 148 lives in the Triangle Shirtwaist Fire created a devastating blemish on American history. But its influence on the labor movement cannot be measured. The loss of the poor women who suffered that day connected a nation and ensured that workers today would have a safer place of work. That is why these voiceless martyrs to the cause of social and labor justice should stand at the forefront as we look back and celebrate women’s history this month. Their silence far more deafening than any powerful speech; these Jane Does are the true heroes of history.



A mural commissioned by the ILGW on the Triangle Shirtwaist Fire tragedy.



Above: 1911 political cartoon on the tragedy that points a finger at the Company for causing so many deaths.

Left: onlookers watch helplessly as women jump from the windows.

RETIREMENT NEWS

March Retired Club Minutes

by Ruth Render,
Retired Club Secretary

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

Roll Call of Officers: All officers were present.

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

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

Communications: The Retiree Club has received notice that District 751 Communications Department is planning to record the histories of retired members. Anyone who would like to be interviewed should contact Rosanne Tomin at 206-764-0340.

Business Representatives Report: Bus Rep Mark Johnson reported the first flight of the 747-8 is planned for today. Before the meeting, he spoke with some of the retirees

who were present when the first 747 took flight and noted the production of that plane was on schedule.

Johnson gave a progress report about the 787 and reported Boeing is changing 401K matching funds from money to Boeing stock for non-represented employees. This will not change for hourly employees due to our contract.

The next contract negotiations are two years away, but we are already mak-

ing preparations. We always bring up retiree issues and will do so again this time. We will keep fighting for you; however, Boeing is not the family company it used to be so it is hard to tell what will happen.

A question was asked what retirees can do to help with the tanker decision.

Johnson responded we are working closely with the Washington Congressional delegation to ensure Boeing wins this important contract.

A question was asked about the ERISA law and the need for language to revise it to make it easier to gain a COLA for retirees. Johnson agreed that without a change in the law Boeing does not have to give anything to the retirees.

Health & Benefits Report: Health and Benefits Rep Jackie reported if you have Selections prescription drug coverage Medco is now managing the service and new cards have been mailed. The prescription drug and contractual benefits are unchanged, however, Medco has a slightly different formulary or preferred drug list than Selections had before.

She was told

that it should reduce most people's costs but has heard that some seniors now have higher costs. If you have Group Health coverage you will also receive a new ID card.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Richard Horstman, Judy Jack-

RETIRED CLUB OFFICERS

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



Celebrating anniversaries in March were: L to R: Harold and Dorothea Dalsky and Vera and Calvin Doss.

son, William Mack, Evelyn Miller, William O'Brien III, Thomas Rodman, Hubert Sandall, Thomas Stedman and Thomas Venable.

Legislative Report:

Carl Schwartz reported President Obama has included a measure in the budget for a \$250 payment for everyone on Social Security. This organization made a resolution that we are in favor of including this item in the budget and gave it to all of our Senators and Congressmen.

Carl wrote a letter to the editor of The Seattle Times regarding the recent Supreme Court ruling that now allows corporations to spend as much as they choose on political campaigns. His personal feeling is that this ruling will create an uneven playing field.

Jan Egger spoke about the Machinists Volunteer Program and the wheel chair ramps that are built. He encouraged people to look into volunteer opportunities. It is a good way to meet others and do something for the community.

John Guevarra reported the Legislative Committee meets an hour before the business meeting and all are welcome to join them.

John went to Olympia February 5th to support education and say no to budget cuts in education. He thanked everyone who signed a petition last month; 8,000 petitions were turned in.

Audit Report: John Guevarra complimented Retired Club Treasurer Betty Ness on the fine job she does ensuring everything is in place to do the

audit, which takes place every six months. The recent audit went well.

Birthdays & Anniversaries:

Recording Secretary Ruth Render read the Birthdays and Anniversaries. John Pompeo & Dorothea Dalsky. Anniversaries: Calvin & Vera Doss and Harold & Dorothea Dalsky.

Good & Welfare: T.J. Seibert, Ruth Render, Tom O'Brien, John & Robin Guevarra all thanked Secretary-Treasurer Sue Palmer for handing out Labor History calendars at the meeting. Sue said the calendars were donated by the Labor History and Education Committee.

Robin Guevarra mentioned the Black History month display in the meeting hall lobby is very well done and noted the important role Roman Mayfield played in our history.

T.J. Seibert and Tom O'Brien both mentioned what a wonderful person Roman was.

Tom O'Brien asked, when will the Union get a spokesperson that will really tell the community what is going on with the 787 and point out the fact that it isn't the union but management that is behind the problems? He also said we need to defend our union when talking to people.

T.J. Seibert thanked everyone for supporting him as the Vice President while President Al Wydick is out.

Old Business:

None

New Business:

John Guevarra handed out various legislative materials.

Adjournment:

A motion was made to adjourn at noon. **M/S/P**

Attention Retirees - Share Your History!

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

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

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

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

Name: _____

Clock# or BEMSID: _____ Year Retired: _____

Address: _____

City, State, Zip: _____

Phone Number: _____

Monthly Retired Club Meetings Schedule

- 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.). Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.
- Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.
- Alliance of Retired Americans South Area Chapter meets the second Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). We share information about developments affecting seniors, we decide on letters and e-mails to public officials expressing elders' concerns and what is happening to us. Come on in and sit in and see what goes on. For more info, contact Leroy Miller at 206-878-0601.

Union Retirees:

Congratulations to the following members who retired from the Union:

Cherie S Bates	Neil S Kather	Jyneal Russell
August Berger	John H King	Robert Ryder
Manuel L Borja	Larry W Lambert	Deanna L Sabado
Gregory O Brooks	Teresa M McDaniel	Theodore D Sahnnow
James W Buck	Ray D Melius	Mark S Sanders
John L Cawley	Margaret A Murch	Marjorie L Sannes
Uon Y Chhor	Khanh P Nguyen	John D Saywers
Van Chor	Gary Ogburn	Richard E Schairer
Lynn E Doland	Edward G Olmstead	Mary Schuh
David O Edgar	Raymond J Polson	Kenneth Schwinck
Curtis J Ehlke	Terry W Pratt	Judith A Simpson
Dannie L Ellingson	Meth Preap	Wayne D Snyder
Diane M Fehd	Jimmy Pruitt	Gary D Stallman
Thomas Giles	Robert A Pullen	Michael Strand
Philip m Graunke	George Rackleff	Thomas P Toupin
Raymond F Gunderman	John Rambur	Alan Wahlin
Danny J Hammarsten	David L Rasmussen	David Woods
Carrie M Hatten	Thomas J Regelein	Lynn D Zeigler
Gerard E Jones	Anthony Rouff	Jeffrey Zozosky

FREE
WANT ADS

FOR MEMBERS ONLY

ANIMALS

2010 LAMBS arriving soon, Jacob sheep are rare, smaller, spotted sheep that are easy keepers, beautiful, rare, unique, please visit us at www.shadowmountainjacobs.com. 253-891-1042

BOATS

2001 Evinrude 6hpm long shaft, no tank-kicker motor, used very little, like new, \$550 OBO. 360-277-9359

COTTAGE INDUSTRIES

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

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

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

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

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

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

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

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

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

ELECTRONICS & ENTERTAINMENT

KIMBALL PIANO WITH BENCH, light wood, sounds great, you transport, \$350. 425-882-2818

FURNITURE AND APPLIANCES

SOLID OAK MISSION-STYLE SOFA, love seat, and chair with ottoman, \$300. 253-394-4213

HOUSING

CABO VILLA, in gated community, 3bd/3ba, private pool overlooking sea of Cortez, can be viewed at www.cabovilla4rent.com, \$199 per night. 206-384-1141

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
March 17th**

\$110K, 2-STORY HOUSE, with mountain view, in town of Concrete, 1750 sq. ft. on 2 lots, very affordable w/ \$10K down and 5 year contract then local financing. 206-362-1695

WANTED: FEMALE ROOMMATE, 3bd/3bath Lakeland home, 2 miles from Boeing Auburn, owner is first shift, \$900/month, no utilities. 253-735-4423

2 DUPLEXES FOR SALE, one 2003, one 2004, Shelton, excellent condition, 2B 2BA each, 2 garage in between, W/D, dishwasher, sewer, bus line, \$249,900 each. 360-275-0974

KONA, HAWAII oceanfront condo. Enjoy 2 Bd/2 Bath fully equipped condo – pool, jacuzzi, underground parking, private lanai, DSL, color TV w/ VCR/DVD. \$1075/wk - \$1175/wk. 206-938-9214

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

MISCELLANEOUS

BISSELL PRO-HEAT RUG SCRUBBER, less than a year old, used twice, \$75. 360-387-9642

2-ROOM DISH POWER BOXES, model DP 301 and DP 301E, model dish #311, all for \$100. 360-387-9642

93 PIECE FINE CHINA SET, made in Japan, harmony house “west wind”, \$390. 253-840-2108

CASE-CASTEROL GTX 10-30 WT, Sears 10-30 4HP Johnson, hi-lift hydraulic jack, 1-man rubber boat, rake, compressor. 425-255-1804

ALTERATIONS, regular hem \$6, pant cuff \$7, waist slack \$7, shop address: 6604 – 220th Street SW, Mountlake Terrace, WA. 206-499-8898

HALLMARK KIDDIE CAR CLASSICS, 55 small, medium, and large-sized cars, airplanes and scooters, all priced at box list prices or below, all boxes in new condition, no ornaments. 425-432-6134

HOOVER FLOORMATE HARD-WOOD FLOOR CLEANER, model #H3000, washes and dries hardwood floors, has 2 removable containers, one for cleaner and one for dirt, weighs 23 lbs, comes with 2 (8oz) old English floor cleaner and 1 (8oz) hard floor cleaner, used but works like new, \$140. 425-432-6134

PROPERTY

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

LOOKING FOR A BEACH HOUSE at Ocean Park, WA? ****Debt Free Only****, sale for \$285,000 or permanent trade with your Seattle home with something similar. 3beds/2baths, 2 car garage, back yard attached to Canal, 2 blocks away from the beach, 25 minute drive to Seaside, OR. E-mail sn7515@comcast.net

CHOICE BUILDING LOT, paved cul-de-sac, all utilities available, septic design, 180’ frontage by 135’ deep, \$195,000, Edgewood, WA. 253-863-1527

WYNDAM/TRENDWEST TIMESHARE premium membership, 7,000 points yearly, about 1 week yearly, over \$14,000 in value, sale, trade, December anniversary, \$150 transfer fee. 253-468-5634

PEACEFUL, QUIET, 5 ACRE WOODED LOT, east of Arlington, just a few minutes from all amenities, underground electricity and telephone to lot, \$67,521. 360-435-2430

FISHING FAMILY’S DREAM, your own deeded, 2bed/2bath condo on beautiful Lake Chelan. One week every year, plus maintenance, \$3000. Call George or Dorothy between 11 AM and 6 PM for more information. 253-846-2071

RECREATIONAL VEHICLES

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

1991 KOMFORT 5TH WHEEL (26 FT), in good condition, fully equipped, \$5,000. 206-653-7135

28’ COACHMAN SANTARA 1995, duct a/c and heat, stove, oven, dinette, microwave, sofa, queen bed, 2 tvs, runs good, \$11,950 OBO. 425-255-6712

REPRODUCTION SCHWINN CRUISER SS BICYCLE, excellent condition, papers, accessories, \$75. 425-353-0564

ARCTIC FOX 30FT FIFTH WHEEL, 2002, 2 slides, queen bed, dinette, hide-bed, oak cabinets, great condition, NADA guide \$19,480, selling for \$15,000, tow vehicle for sale as package deal. 253-770-9773

SPORTING GOODS

54 GAL LYMAN (DEERSTALKER) BLACK POWDER RIFLE, new condition, lots of extras, powder, bullets, everything you need, \$325. 360-456-3847

WEATHERBY MKV DELUXE, 270 mag, fired 7 times, mint condition, leupold mounts, ammo, \$1100 cash, serious buyers only, price is firm. 360-652-7962

MOSSBERG 935 12 ga 31/2” semi-auto NWTF mossy oak camo, only fired 12 rounds, \$400 OBO. 206-718-4562

ROTEC 44-26 – MCOMPANY 48-23 props, used – good condition, \$100 each. 253-839-2519

TOOLS

MACHINIST & TOOLMAKERS TOOLS, whirligig \$50, 3c collet holder \$40, angle plate \$30, bench lathe \$200. 425-271-8719

VEHICLES

2002 OLDSMOBILE AURORA, 4dr, 3.5 engine, 8-speaker Bose system, heated seats, leather interior, 3 phase white paint, 119,000 miles. 253-203-4098

1940 PLYMOUTH STAFF CAR, gloss O.D. paint, 300 miles on rebuilt flat-head six, new interior, new windows, new tires ready for the next parade, \$14,000 OBO. 206-777-5241

2008 HYUNDAI ACCENT, 10K miles, 5 sp, bronze/red, like new, I owe \$8200, take over payments and it’s yours. 253-840-2108

“CLASSIC” 1973 MUSTANG CONVERTIBLE, new top, rear glass, runs and drives, needs TLC, new tires, chrome rims, drive it home, \$10,500 OBO. 425-778-0252

1991 GEO METRO, good shape, good engine, new carb, tires, rotor, new paint, just licensed, \$2000 OBO. 425-442-1934

1965 MUSTANG CONVERTIBLE – 289 V-8, white top with green body, white interior, \$16,500. 360-387-5083

1971 RS CAMARO SPLIT BUMPER 307 V-8, red, \$5,500. 360-387-5083

FREE

FREE PIANO, Meissner upright, circa 1920s, great sound, fair dark brown finish, 18 keys missing ivory service, you haul. 425-822-6736

FREE SIMMONS BEAUTYREST queen pillow-top mattress and box-spring. 253-394-4213

RECIPIENT OF FREE LAWN MOWER, LAST ISSUE, there are more attachments that go with it (FREE), come and get them. Call Jim, 206-824-1396

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Phone (or Address)

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

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Clock Number

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Shop Number

Mail Coupon to **AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108** Deadline is March 17th!

Administering the Oath of Office



Joint Programs Administrator Stosh Tomala (l) administers the oath of office to Local A Vice President Wilson "Fergie" Ferguson.



District Council Delegate Garth Luark (l) administers the oath of office to Local A Council Alternate Craig Eddings.



District President Tom Wroblewski (r) administers the oath of office to Local F Council Delegate Paul Veltkamp as Sec-Treasurer Susan Palmer looks on.



District Vice President Jason Redrup (l) accepts the oath of office from District President Tom Wroblewski.

Machinists Solidarity Night at Everett Silvertips

Machinists Union members have an opportunity for an evening of solidarity and fun at the Everett Silvertips Hockey Club on Friday, March 12. The game against the Seattle Thunderbirds starts at 7 p.m. at the Everett Comcast Arena. Machinists Union members can purchase discounted tickets for the game – \$10 for upper levels seats and \$13 for lower level. Members can purchase tickets at the Everett Union Hall



(8729 Airport Road), Monday through Friday (8 a.m. to 5 p.m. - closed for lunch noon to 1 p.m.). The event is to build solidarity and is part of our community outreach program to provide more information to the public about unions. There will be special giveaways and raffles at the event. It will be a fun night, and we hope to see you there.

Member Can Smile Thanks to Union Help

Continued from page 1

appeals form.” Arrasmith said she had been frustrated fighting the insurance company alone. All that changed once the Union got involved. While Arrasmith was filing her appeal, she also contacted Boeing’s Human Resources representatives in Auburn, who also took up her case. “I must have pushed the right buttons,” she said. Within weeks, Arrasmith was notified that Washington Dental Service was in fact going to pay on her claim. A check was sent to the dentist who’d done the implant, who in turn reimbursed her for about a third of the cost — \$903 in total.

Swan said he’s been a steward 15 years, but this is the first time he’s run into an issue like this where a member had to appeal the denial of a dental insurance claim. Barstow agreed, and said she fears that other members have been improperly denied coverage they were entitled to get, because someone at the insurance company had made a mistake. “They get told they’re not covered and they drop it,” she said. “They just assume that’s true.” Clearly, that’s not always the case, Swan said. “We need to make sure our members know what’s going on,” he said. “They shouldn’t have to fight so hard. Especially as they get closer to retirement, and they have a lot of dental things they need to get done first.”

Arrasmith said it was a frustrating experience, considering “the company pays decent money for these benefits, and as members we fought for coverage.” But by working with the union and calling in the company to help, the problem was solved. “I had a lot of good people on my team,” Arrasmith said. “It was HR and you guys and Dave pointing me to Heather. It’s always nice to see something turn out in favor of an employee.” “It’s a lot more fun when you get \$900 back,” Barstow quipped. “Persistence paid off.”



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GRAND PRIZE: BERETTA 3901 AMERICAN CITIZEN 20 GAUGE SHOTGUN
 This limited-edition Beretta Citizen autoloader featuring the USA logo continues the 3901 family tradition of rugged reliability and simple elegance. Made in America. \$900 Value (1 Winner)



FIRST PRIZE: FULL FORCE SPECIAL EDITION GRIZ BOW
 The U.S.-made Full Force Archery Griz Series 33" 1.5 cam bow draws smoothly and strikes with power. Specialized with the USA logo, this bow offers excellent shooting and looks impressive too! **\$800 Value** (1 winner)



SECOND PRIZE: ARDENT XS1000 BAITCASTING REEL
 Designed for greater casting distance and maximum backlash resistance, the U.S.-made XS1000 is Ardent's top of the line reel used by B.A.S.S. Elite 100 Series professionals including Alton Jones, Pete Ponds and Kevin Short. **\$270 Value** (1 Winner)



THIRD PRIZE: FERN CREEK 1-1/2" SHAD SPOON LURE
 Made in the U.S.A. with the highest quality materials, paints, finishes and components, this 1-1/2" nickel shad spoon lure will hold up in the toughest fishing conditions. **\$3.50 Value** (25 Winners)

Three Easy Ways to Enter the Drawing: Join / Renew / Tell-a-Friend

Use the included application. If it's not time for you to renew - don't worry. We will extend your USA membership one year from your current expiration date, and you'll still receive a brand-new blaze orange Buck knife. To get "tell-a-friend" credit, fill in your own name on the "Referred by" line on the application.

Rules & Regulations:
 You must be at least 18 years old and join/renew/tell-a-friend by Memorial Day 2010 to qualify. Drawing - June 4, 2010. Learn more at UnionSportsmen.org

EASTERN WASHINGTON

Mechanics Ensure Central Pre-Mix Keeps Rolling

In Eastern Washington, less than a dozen members are tasked with keeping the heavy equipment for Central Pre-Mix Concrete in top running condition. When you realize that this unit provides ready-mix concrete, aggregate mining operations, and concrete for heavy construction – having well-maintained equipment is critical to the successful operation of the company.

Eight of these skilled mechanics work

at the company’s Sullivan Road facility, and one works at the Pasco location. Using their craftsman skills as diesel mechanics, they service and repair various equipment, loaders, bulldozers, mixer and dump trucks – to keep things moving for Central Pre-Mix.

In addition, these members occasionally repair and service equipment from other Central Pre-Mix plants that don’t have the capabilities of the Spokane operation.

Central Pre-Mix has a long history in Eastern Washington – one that our members at this facility are proud to be a part of. While Central Pre-Mix originally opened its doors in 1930, employees opted for Ma-



Above: Terry Hirscher (r), who works at the Pasco facility, discusses an issue with the engine.

Photo right: Casey Streeter (l) and Kevin Charles work on one of the trucks.



Above: Just a sample of the trucks our mechanics at Central Pre-Mix service and repair.

Left: Anthony Glenn works on one of the engines.



chinists Union representation in the early 1960’s—establishing another long-standing relationship.

Our members at Central Pre-Mix are experts in their fields – bringing either years of work experience or completing apprenticeships to offer journeyman level service.

Union Steward Casey Streeter has 10 years at Central and completed his diesel mechanic apprenticeship in 2005. Like his co-workers, he appreciates the good-working relationship with management, which is why so many members remain at the plant for decades.

The members’ immediate foreman is a working foreman who is in the bargaining unit. In addition, the equipment manager is a former mechanic who was promoted from the bargaining unit. This understanding of the trade and knowing

what is required has resulted in a good relationship with management and a mutual appreciation and respect.

“There is not a lot of turnover here. While I have 10 years at Central Pre-Mix, the next guy above me has 15 plus years, above him it goes to 25 plus years, and we just had two members with over 30 years each retired,” stated Streeter.

“With the downturn in the current economy, the shop is trying to catch up on project work and big projects,” stated Streeter. The Union contract provides job security for the members.

Their current three-year contract is set to expire June 30.

Steward Casey Streeter is working with Business Rep Steve Warren to put the finishing touches on the contract survey so members can prioritize issues for the upcoming negotiations.

751 Members Keep Aging U.S.A.F Tankers Aloft

We have all heard about the need to replace the aging Air Force Tankers, but few realize we currently represent members who are critical to the existing KC-135 refueling tankers. Working for FlightSafety Services at Fairchild Air Force Base in Spokane, we have skilled instructors and technicians who provide instruction, support and maintenance services to the flight simulators for the KC135R Air Force tanker aircraft. Their positions are essential to keep the fleet of KC135 tankers in the air and a well-trained flight crew ready and available.

These specialized experts at Fairchild work as Simulator Maintenance Technicians and Pilot Instructors and utilize sophisticated full flight simulators to train on all aspects of flying for the KC-135s. They perform scheduled and unscheduled maintenance on simulators, computers and other Aircrew Training System (ATS) equipment, as well as providing customer support. This requires the pilots to know all aspects of the plane and how it will handle in every



Members at FlightSafety voted 100% to grant strike sanction on Feb. 22. L to R: Ray Ebach, Mike Zerba, Jim Kurzhal, Scott Greenwood, and Richard Doyen.

potential situation. Technicians must have detailed working knowledge of all aircraft systems to enable them to operate, maintain, identify and repair any and all aircraft simulator related malfunctions. Systems include:

Avionics, Motion Hydraulics, Instruments, Computers, Visual Systems, Audio Systems, Linkage, Lighting, Communications, Fuel Management, Flight Management, and more.

To do so they must be educated on:

- Electrical and mechanical theory,
- Operating principals of digital and analog computers.
- Component level testing and repair ATS field replaceable units.

In 2007, a nationwide organizing effort brought Machinists Union representation to FlightSafety Services employees at 11 locations, including the workers at Fairchild.

The workers at Fairchild FlightSafety looked to the Union for help when their wages were stagnant and falling behind market rates. Their wages were suffering because they were being compared to typical electronic technician jobs rather than a position with comparable responsibilities and skills. The electronic technician is only a small part of what they do. Basically, there were no other positions east of the Cascades that were comparable to their responsibilities.

Previously, Fairchild simulator maintenance technicians received a 3 cents an hour increase at the same time pilot simulator instructors received a \$5 per hour increase. This was one of many reasons they united together to get Union representation to ensure they had a voice in their future.

Although this group is relatively new to the Union, these members have experienced first-hand the benefits of Union representation. After the Machinists Union negotiated a nationwide contract in October 2007, members at Fairchild in Spokane saw a first year wage increase that averaged \$7.04 per person and a three-year

average increase of \$9.59. In addition, they received 3 percent of their pay in the form of a FlexBenefit, which can be used to purchase the benefits of their choice - health care, retirement, extra vacation or added cash in their checks.

Since these workers are covered by the Service Contract Act, Machinists Union representation is the smart way to go. Even when the contract is paying “all that the law requires,” the IAM can often get more for the workers. The same is true for fringe benefits, insurance and retirement provisions that the contractor may otherwise not have to offer. Finally under the Service Contract Act, if you’re represented by the union and the contractor changes, you have continuity and job security—making Union Yes the right decision.

“The Union helped us out a great deal with the wage disparity so we are now more inline with simulator personnel throughout the West Coast,” said Union Steward Jim Kurzhal.

The group is currently preparing to begin negotiations for a second contract. Members met with Union leaders in late February to provide input, complete surveys and take a preliminary strike sanction vote. Demonstrating solidarity, the group delivered a 100 percent strike sanction vote showing confidence in their negotiators.

Union Steward Jim Kurzhal will be the voice of Fairchild at the nationwide negotiations, along with Business Rep Steve Warren, and he looks forward to his role in the negotiations.

So the next time you wonder how the aging KC135s keep flying, you’ll know it is in part thanks to the training provided to our military from our members at FlightSafety Services.



Union leaders discuss issues for the upcoming FlightSafety negotiations. L to R: Jim Kurzhal, IAM Organizer Jesse Cote, Richard Doyen, Jason Knabe, Business Rep Steve Warren and Mike Zerba.