

Forging ahead at Jorgensen

Machinists ratify 3-year deal after rejecting initial offer

Machinists Union members who work at Jorgensen Forge Corp. will get their first pay raises in seven years after ratifying a new collective bargaining agreement.

The workers approved the three-year contract with a 94-percent yes vote on April 17. They had rejected the company's first contract offer on April 9.

"Our members at JFC stayed united in solidarity and won themselves a better contract," said IAM 751 Business Rep Joe Crockett.

Under the deal that was approved, all Machinists at Jorgensen Forge will get 3 percent pay increases in May.

In addition, the union's negotiating team expects that many of the workers will see additional pay increases as they

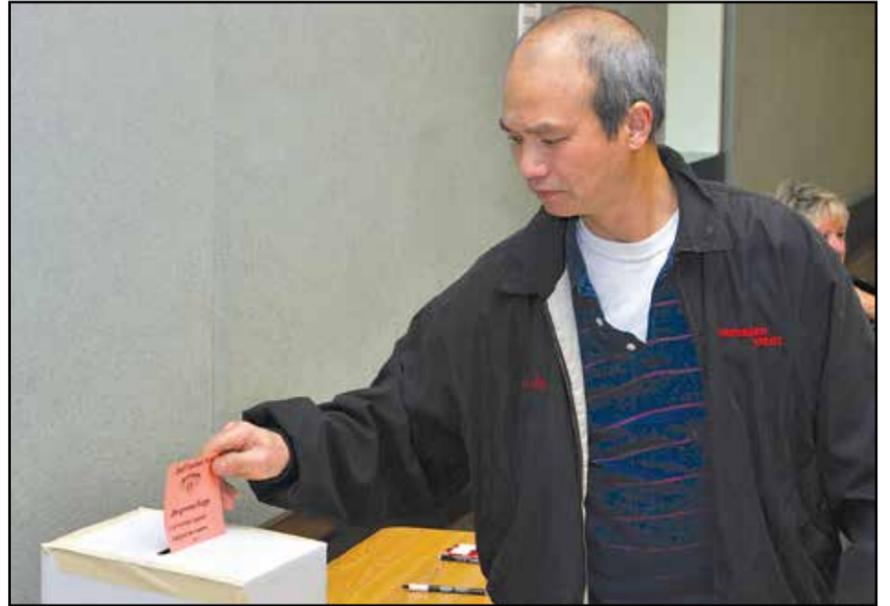
work with the company to establish a universal pay scale for all workers.

That will address a major issue for the workers, Crockett said. Before there was a union contract, pay rates at Jorgensen Forge were somewhat arbitrary, and in a number of cases, experienced workers were paid less than the newly hired people they were assigned to train.

Along with the immediate 3-percent raise, the deal provides workers:

- 2-percent raises in 2016 and 3-percent raises in 2017;
- Improved language covering paid time off, including three additional days of paid leave each year;
- Grievance and arbitration procedures that protect workers from being fired without cause, and provide a system for resolving disputes; and

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A Machinist who works at Jorgensen Forge votes on April 17 on the company's second contract offer.

Renton stewards step up for members

Pair catches managers breaking the rules for overtime assignments

Stewards on Boeing's P-8 program in Renton are continually working to represent members in contractual matters and corrective action memos – or CAMs. Union Stewards Michelle Ligrano-Jung and Ismael Cruz often partner to ensure the contract is enforced.

Overtime seems to continually be an issue in the P-8, which means stewards need to pay close attention to who works and who is offered overtime to ensure the contract is being followed.

Recently, these stewards ensured that proper overtime compensation was paid to the members who had the right to work the overtime after management failed to follow the procedures spelled out in Article 6.10 of our union contract with Boeing.

One incident involved weekend overtime for a customer coordinator.

The customer coordinator was in the meeting when overtime was assigned. He asked for overtime and volunteered, but the manager turned down his request, insisting they only needed one customer coordinator for the weekend.

When it was found they needed two customer coordinators because of the work schedule, the manager asked the team leader to do the coordinator work. The manager was getting into a habit of asking a team leader to do coordinator



Renton Stewards Ismael Cruz and Michelle Ligrano-Jung tell Business Rep Rich McCabe about some of the issues facing Machinists on Boeing's P-8 assembly line.

work. The stewards filed a grievance to challenge this pattern.

The stewards gathered documentation that showed there was indeed enough work for two coordinators and a pattern of temporary assignments to perform the work. Boeing Human Resources agreed to pay the overtime to

the proper member to settle the case.

Another overtime issue was also resolved in favor of a member through the work of the two stewards.

Managers got confused on their overtime rotation wheel and neglected to put one of our members on the list for

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Giddens union vote May 14-15

Everett aerospace workers to vote on joining IAM 751

Workers at Cadence Aerospace-Giddens in Everett will vote May 14-15 on whether to join the Machinists Union.

The National Labor Relations Board ordered the election after Machinists Union District Lodge 751 submitted signed requests from a substantial number of workers at the company.

"When you have a union contract, your pay, benefits and working conditions are spelled out in writing and can't be changed on a whim," said Jesse Cote, District 751's organizing director.

"Cadence corporate has contracts with its suppliers and its customers," he added. "Cadence workers deserve the same consideration. They deserve a fair shake."

The election will take place over two days, with voting May 14 at both Cadence-Giddens plants in Everett – one at the Bomarc Business Park near Paine Field and the other on Merrill Creek Parkway. Voting will continue May 15 at the Bomarc plant.

The process will be overseen by the NLRB. If a simple majority of the

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Honoring our MVPs

Top volunteers receive awards at committee's annual banquet

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Machinists on a roll

More than 100 bowlers turn out for tournament to benefit MNPL

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REPORT FROM THE PRESIDENT

Solidarity: Working together to help us help ourselves

By JON HOLDEN
District President



Solidarity works.

We got a really good example of that last month from our new brothers and sisters at Jorgensen Forge Corp.

They joined our union last fall, and started the process to get their first union contract.

Last month, our union negotiating team brought them a tentative contract. However, the Machinists at Jorgensen felt it didn't address of their needs. They voted it down and – this was crucial – they also voted to strike.

That allowed our negotiating team to go back to the table and work out a deal that 94 percent of them were satisfied with. As a result, Jorgensen Forge workers are going to get hourly pay increases – their first raises in seven years -- and more paid time off, starting in May.

This shows the power of having a union. Workers who went seven years without pay increases were able – by working collectively through a union – strike a deal that makes their lives better.

Solidarity works.

I'm hopeful that this message will spread. Another group of aerospace workers – the hourly employees of Cadence Aerospace-Giddens in Everett – will vote this month on whether to join our union.

The Cadence-Giddens workers already know what can happen to you when you don't have a union. Management came to them earlier this year and announced it was going to freeze wages and eliminate 401(k) matches – even though the Giddens workers were the most-productive workers in the entire Cadence corporation.

Individually, the Cadence-Giddens workers in Everett were powerless to stop this.

But down in Tacoma, workers at another Cadence facility – Cadence-PMW – are getting raises this year, along with

a 7-percent 401(k) match.

The only difference?

Cadence-PMW workers are members of the Machinists Union. They're represented by our brothers and sisters in IAM District Lodge 160, who helped them negotiate a union contract.

Cadence workers in Tacoma have a union, which allows them to bargain collectively. Cadence workers in Everett don't, so they're subject to the whims of those who own their company.

Solidarity works.

I think more and more working people are figuring this out. Surveys show that more than half of all Americans working in non-union jobs would join a union at work, if they could. In another survey, 82 percent of Americans said they believe manufacturing workers -- in aerospace or any other industry -- should have the right to unionize.

But it's not just manufacturing workers seeking the benefits of union representation.

Our brothers and sisters with IAM District W-24 in Portland last month welcomed the baggage handlers at Portland International Airport into our union. The baggage handlers voted to join the IAM because they believe collective bargaining will help them gain many of the same things that all working people want: Better pay, better training and improved job safety.

And I know that our Organizing Department here at District 751 is busy taking calls from workers who've seen how our members at AIM-Sumner got raises that averaged 5.6 percent in the first year of their first collective bargaining agreement, and how the workers at Jorgensen are getting what amounts to 8 percent in raises phased in over 24 months. Those workers see that, and they want that for themselves.

They want to be "just cause" employees, who have rights on the job and

can't be fired on a manager's whim for wearing the wrong t-shirt. They want grievance procedures that allow them to work out disagreements with their bosses. They want joint committees that allow workers and management to come together as equals to discuss ways to make their workplaces safer, and more productive, for everyone's benefit.

They want all these things that are possible only with union representation, and union collective bargaining agreements. They're interested in joining our union because they know one thing:

Solidarity works.

Unions and their ability to raise wages are essential if we're going to rebuild our middle class communities.

A study that came out in April showed just how important this is. The University of California-Berkeley calculated that citizens of Washington state pay \$993 million a year in taxes to provide food, housing and other basic services to people who have jobs that either don't pay enough or provide enough hours for the workers to survive. Incredibly, the federal government pays \$4 billion more to fund its share of meeting the basic human needs of the working poor in our state.

Let's be clear about this: We as citizens of this state are paying nearly \$5 billion a year to support people who have jobs and want to support themselves, but can't, because of choices their employers have made.

Our union has taken three approaches to solve this problem. For starters, we're trying to help workers form unions at their places of work, so that they can negotiate with their employers for the things that make our lives better.

We're also active legislatively, working with other unions and community groups to help raise minimum wages in cities – and statewide – so that working people at the lowest rungs of the pay ladder don't have to sleep in cars and rely on food banks.

And, as you know, we're working

together with SPEEA in Olympia to push for legislation that would raise the pay for thousands of aerospace workers statewide, while also providing real incentives for Boeing to keep our jobs here in Washington.

It has been an uphill battle in Olympia. But if all 33,000 of our District 751 members statewide come together with a common purpose, and speak with one voice, I'm confident we succeed.

And when we do succeed, it's for one simple reason:

Solidarity. It works.

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

Jon Holden
President, Directing
Business Representative

Susan Palmer
Secretary-Treasurer

Clark Fromong
Sergeant-at-Arms

Tommy Wilson
Don Morris

Ray Baumgardner
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Emerson Hamilton

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Union education classes continue in May

Our union education classes continue in May.

The free classes are designed for stewards, but are open to all members who want to learn more about our union, our contract with Boeing and the labor movement.

The classes are taught by educators from the Washington State Labor Education and Research Center at South Seattle College.

Classes in May are planned for:

Auburn Union Hall
(201 A St. SW)

Thursday, May 7

10:30 to 1:30 p.m. and 3 to 6 p.m. – Advanced 1: Labor, the Economy and Income Inequality

Thursday, May 14

10:30 a.m. to 1:30 p.m. and 3 to 6 p.m. – Unit 1: History and a Steward's Role

Seattle Union Hall
(9135 15th Place S.)

Tuesday, May 12

10:30 a.m. to 1:30 p.m. and 3 to 6 p.m. – Unit 1: History and a Steward's Role

Thursday, May 21

10:30 a.m. to 1:30 p.m. and 3 to 6 p.m. – Unit 2: The Contract

Everett Union Hall
(8726 Airport Road)

Tuesday, May 19

10:30 a.m. to 1:30 p.m. – Unit 1: History and a Steward's Role.



Darby Frye, a labor educator with the Washington State Labor Education and Research Center at South Seattle College, teaches one of the session on income inequality at the Everett Union Hall in April.

751 AERO MECHANIC

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POLITICAL ACTION

Legislature goes into overtime

Special session gives unions more time to advocate for tax incentive accountability

The Washington Legislature's special session is giving District 751 and SPEEA more time to convince legislators about the need to hold Boeing and the rest of the state's aerospace industry accountable for how it uses \$8.7 billion in tax breaks.

"We are steadily picking up support, from both Democrats and Republicans," said IAM 751 Legislative Director Larry Brown. "It's still an uphill battle, but we've come a long way."

Gov. Jay Inslee called the Legislature back for a 30-day special session, which started on April 29.

Democrats, who control the House of Representatives, and Republicans, who control the Senate, are far apart on the key issues: How to pay for between \$2 billion and \$3 billion in education improvements mandated by both voters and the Washington Supreme Court, plus as much as \$15 billion for transportation improvements.

In a nutshell, Republicans want to shift billions of dollars into transportation and education by gutting other essential services and denying state employees – who haven't had a raise in seven years – pay increases they've negotiated. Democrats want to fully fund basic services – plus education and transportation – by enacting a new capital gains tax on the wealthiest Washington residents while also closing tax loopholes enjoyed by wealthy corporations.

In this environment, there's renewed interest in the aerospace tax incentive accountability measures proposed by District 751 and SPEEA, Brown said.

"The aerospace tax breaks amount to more than \$300 million each year, which is enough to make a serious dent in what we need to come up with for education spending," he said.

The unions are backing two bills in Olympia: House Bill 1786, which would give aerospace companies the option of either paying their experienced workers the state's median wage – currently \$19.67 an hour – or giving back the tax breaks; and House Bill 2147, which would require Boeing to maintain the number of employees it had when the current tax breaks were improved in order to keep getting its full share of the



Top, IAM 751 Legislative Director Larry Brown answers questions from state Rep. Gina McCabe (R-Goldendale) about the lack of accountability measures in Washington's aerospace tax incentives. Below (from right), Brown, Local C President John Lopez Jr. and Local A Recording Secretary John Kussy speak with state Rep. Melanie Stambaugh (R-Puyallup) during an April 22 legislative reception hosted by District 751 and SPEEA.

benefits.

District 751 and SPEEA hosted a reception for legislators on April 22. Rank-and-file members from both unions – including many members of the IAM 751 Legislative Committee – met one-on-one and in small groups with legislators to make the case for why these bills are necessary.

The reception went very well, and at the end of the evening, a number of legislators said they'd been convinced by the union members' arguments and were now supporters of the bills.

"If we could get the House Finance Committee to send the bills to the full

House, I'm confident they would be approved, and sent over to the Senate where they'd have a fighting chance at getting passed," Brown said.

"We've had a lot of Democrats supporting us from the beginning, but more and more Republicans are coming around to our way of thinking on these bills," he continued. "Accountability and fiscal responsibility are core values for most Republicans, and when we explain to them that our state is giving away \$8.7 billion with almost no strings attached, a growing number of them are more than willing to listen to our ideas."

Not OK: Boeing double dips two states

The Boeing Co. wants Oklahoma City to pay it \$6 million for moving the jobs of 900 Washington state residents there -- jobs that our state's taxpayers thought they had paid Boeing to keep here.

Washington legislators already agreed to pay Boeing \$8.7 billion over the next 25 years, but failed to put any safeguards in place to keep Boeing from doing exactly what it's doing, said IAM 751 Legislative Director Larry Brown.

"This is corporate double-dipping of the worst kind," Brown said. "This is exactly why our union and SPEEA have supported tax incentive accountability bills – to stop Boeing from taking both our jobs and our tax dollars out of state."

According to The Oklahoman newspaper, Boeing wants to build a new \$80 million building in Oklahoma City that would include 150,000 square feet of "cutting edge labor space," which would replace the engineering labs that Boeing has been closing down in Puget Sound.

Washington's Legislature agreed in November 2013 to give Boeing \$8.7 billion in tax breaks in return for the company agreeing to do final assembly of the 777X in Everett. However, since then, Boeing has moved more than 3,000 jobs – most of them engineering jobs – out of Washington, while announcing plans to move another 3,000.

House Bill 2147 – sponsored by Rep. Continued on Page 8

Opinion: Accountability should still be a top priority

By ANDY NICHOLAS

Washington Budget & Policy Center

Despite continuing to rake in big profits, the Boeing Co. has eliminated more than 3,000 jobs in Washington state since November 2013 – when lawmakers granted the company the largest state tax subsidy in U.S. history. The tax breaks were supposed to encourage Boeing to "maintain and grow" its workforce in Washington state. Instead, thousands of workers have received pink slips or been told that they can either relocate out of the state or country or lose their jobs.

So how did this happen? It's because Washington's tax breaks aren't structured in a way that encourage Boeing to create more jobs here. Other than a stipulation that some of the manufacturing facilities for its upcoming 777X jetliner must be built in Washington state, the company is essentially free to do as it pleases. Unlike other states where Boeing operates – including South Carolina, Illinois, and Missouri – our state doesn't require the company to create or retain a single job in order to claim state tax

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Unions thank Congressman for voting 'No'

Organized labor in Washington is united in thanking Congressman Jim McDermott for his vote against giving the White House "fast track" authority to push through the Trans Pacific Partnership, a massive 17-nation trade agreement that some are calling "NAFTA on steroids" for the potential harm it would do to working Americans and the environment we live in.



McDermott

Washington State Labor Council President Jeff Johnson issued the following statement on April 24, after Congress approved giving the White House authority to negotiate the deal in secret, while also agreeing not to try to amend any of the provisions of the treaty.

Johnson wrote:

"For the past nine months labor and community members have been organizing, educating, and speak-

ing out against Trade Promotion Authority — also known as Fast Track — that will rush the secretly negotiated Trans Pacific Partnership trade agreement through Congress, providing little time for meaningful discussion and no possibility for amendments or changes.

"Congressman Jim McDermott, a Democrat from Seattle, has heard the community and voted 'No' on Fast Track in the House Ways and Means Committee on April 23. His vote was a vote for transparency, serious dialogue, fair trade, and a vote for real democracy.

"Congressman McDermott, on behalf of the Washington State Labor Council, thank you for trusting and respecting your constituents, and workers and community members across America. With your courageous vote you have acknowledged that working people have something important to say about labor rights, environmental standards and climate, public policy, and income inequality."

IAM asks for delay in Charleston union vote

Organizers with the International Association of Machinists & Aerospace Workers have asked the National Labor Relations Board for a delay in the planned unionization vote at Boeing's plant in North Charleston, S.C.

Under NLRB rules, the union will have to wait at least six months before asking for another unionization vote.

In seeking the delay, organizers described "an atmosphere of threats, harassment and unprecedented political interference that has intimidated workers to the point we don't believe a free and fair election is possible."



Grand Lodge Rep Mike Evans said. "I hold the Boeing Co., South Carolina Gov. Nikki Haley and their surrogates responsible for creating an atmosphere of state-sanctioned hostility toward unions and union organizers."

A total of 16 IAM 751 volunteers had traveled to South Carolina to help staff from the union's International headquarters determine how much support there was for the effort.

IAM 751 President Jon Holden said after the election was delayed that "we know there are many Boeing workers in South Carolina who understand the standard of living for themselves and their families would be better if only they had the

right to bargain."

Union organizing drives "often take several attempts to be successful," Holden continued. "I know the IAM will continue to offer the opportunity for Boeing workers in South Carolina to form and join a union, which will give them power to control their destiny."

Holden added that IAM 751 members "strongly believe that union representation would benefit workers in South Carolina, just as it has improved our quality of living over the many decades that we have been unionized."

Holden encouraged Boeing workers in North Charleston to "not give up, and understand your worth. We have benefitted greatly from union representation and believe you deserve the same."

Cadence-Giddens union vote set for May 14-15



IAM 751 Organizing Director Jesse Cote briefs workers from Cadence-Giddens during a meeting at the Everett Union Hall.

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workers who vote approve, they will form a new bargaining unit within District 751.

The exact number of workers who would be covered by the contract is disputed.

There are about 250 hourly workers at the two plants who produce precision machined aerospace components and subassemblies, and do sheet-metal forming.

But Cadence management is trying to exclude some of those workers from the potential new bargaining unit, arguing, for example, that inspectors who certify the work done by machinists don't work closely enough with them to create the "community of interest" required under labor law.

That argument ignores the fact that inspectors work very closely with the people who fabricate the parts that they're inspecting, Cote said, and that quality inspectors at Boeing are Machinists Union members, just like the parts makers and installers they work alongside.

"We're going to work hard to make sure everyone is allowed to vote in this election," Cote said.

Boeing is a major customer for the Cadence-Giddens plant, but parent company Cadence also sells parts to Airbus, Lockheed Martin, Northrup Grumman and Fokker, along with providing

parts to other aerospace industry suppliers. It operates seven plants across the United States and one in Mexico.

The Everett plant opened in 1978 as part of a collection of aerospace businesses owned by the Giddens family, longtime leaders in Washington's aerospace industry. However, it was purchased in 2008 by Platte River Ventures, a Denver-based private equity firm.

Platte River acquired several more aerospace companies, which it in turn sold to another investment firm, Court Square Capital Partners, which re-named the company Cadence Aerospace and moved its headquarters from Everett to Southern California.

"For a long time now, the Giddens operation has been owned by investors more interested in buying-and-selling companies than in investing in the people who make these companies successful," Cote said. "Without a union to speak up for them, they've become numbers on a spreadsheet, instead of people with families of their own, and goals and dreams for their futures."

That fact became crystal clear earlier this year, Cote said, when Cadence management called an all-hands meeting at Giddens, where they congratulated the workforce for being the most-productive in the Cadence group, and said the Everett operation was the corporation's most-profitable.

Then they announced that they were freezing workers' wages and eliminating their 401(k) matches, Cote said.

Forging ahead at Jorgensen

Continued from Page 1

- Continuation of the medical coverage and 401(k) matches that workers had previously.

The union's negotiating team had recommended that the Machinists at Jorgensen Forge accept the contract, which had bigger pay increases and improvements in paid leave compared to the deal they'd rejected April 9.

There are close to 75 Machinists Union members at Jorgensen Forge, specialists who forge everything from propeller shafts used in ships and submarines

to parts used in the aerospace, maritime and drilling industries. Their products are created from stainless steel, aluminum, titanium and other metals.

"I'm really proud of our brothers and sisters at JFC," said IAM 751 President Jon Holden. "This was their first experience with union contract negotiations, but they worked together in solidarity and the result was a better contract, and the best economic gains these workers have seen in nearly a decade."

Cadence Aerospace-Giddens Election

3:30 to 5 p.m., May 14 **10:30 to 11:45 a.m., May 15**
2300 Merrill Creek Parkway **2600 94th St. SW**
2600 94th St. SW

Two new stewards at AIM



Auburn Business Rep Brett Coty congratulates new union stewards James Dildine (left) and John McCurley (right) from AIM Aerospace-Sumner.

URS OKs strike sanction



Above, Machinists who work for URS Corp. at Whidbey Island Naval Air Station count ballots following their strike sanction vote, which got a 90-percent "Yes" vote. Talks on a new collective bargaining agreement are set to begin in June for more than 200 union members who maintain EA-18 Growler electronic warfare jets for the U.S. Navy.

 Find us on **Facebook**
www.Facebook.com/IAM751

Town Halls: Transfers, training benefits and straight talk

District President Jon Holden (at right) hosted a third round of Town Hall meetings in April at the Auburn, Everett and Seattle union halls. More than 100 union members attended -- including this group in Auburn -- to hear presentations from IAM/Boeing Joint Programs career advisors on ways union members can take advantage of their training benefits under the union contract, and how the employee requested transfer process (commonly called ERT) works. Holden also updated members on unionization efforts in South Carolina, a cellphone survey and on talks with Boeing over next year's AMPP metrics.



Everett steward's action improves safety in parking lots



Everett Union Steward John Scofield (center) shows where a new pedestrian walkway all the way to the factory was later installed to Business Rep Dan Swank and Boeing facilities planner John Turner. The new path was created after Scofield filed a SHEAR form requesting action after a number of workers were hit by cars in the parking lot.

One of the most dangerous places at every Boeing plant is a location few people give any thought to – the parking lots.

The Everett site parking lots have become increasingly hazardous with more than 35,000 workers vying for limited parking spaces each day among ever-changing construction obstacles, new blind spots, less-staggered start times and fewer ways to exit.

While most give little thought to coming and going, it's time for everyone to be more aware of the dangers so each person is proactive in ensuring they are visible, remain in crosswalks and use provided walkways.

Union Steward John Scofield has always been a strong advocate for safety, and he felt compelled to speak up and take action to ensure parking lot safety after two of his co-workers were hit by cars. He filed a Safety, Health & Environmental Action Request (SHEAR) form, which is the preferred method to deal with a safety issue per our contract.

John's SHEAR filing pointed out that pedestrians were being hit by cars, but nothing was being done to prevent it or reduce the risk. Low visibility at start and end times were factors, as well as the fact there were no pathways for folks to walk safely to their vehicles.

Nine people at the Everett site have been hit by cars in the past six months -- with three being hit after the SHEAR was filed. The SHEAR drew attention to the issue, spurring action to make the parking lots safer.

A new higher fence was installed with rumble strips and lighting was improved. Employees all received an email discussing parking lot safety, which outlined the improvements and encouraged greater awareness of the risks when walking to and from their vehicles.

And in late March, a pedestrian pathway was added from the far end of the parking lot to the crosswalk to the next lot – giving members a safe walkway through a busy parking lot. This was important because one mem-

ber had been hit there.

It appears to be a success, for the most part, since hundreds of employees are using the new pedestrian pathway each day.

"When there are literally thousands of people leaving at the same time, it is important to have safety features in place," said John.

Visibility and lighting can be poor, especially since so many people are coming to work or leaving in the dark, and before John filed his SHEAR form, there was no clear walking path for pedestrians.

"Cars come from multiple directions and it seems to be a race to get out before the traffic jam," he said.

The steward urged everyone to become more aware of the need to be safe in parking lots.

"Boeing has offered any employee reflective vests to wear in the parking lot and keep in their car. I keep one in each of my vehicles," he said. "One of my co-workers who is 6-foot-5 and 275 pounds got hit so don't think it won't happen to you. Increased visibility could save you from being hit."

The accidents are traumatic for everyone involved, John added, "not just for the person who gets hit, but the employee driving the car."

Because accidents in the parking lot occur off the clock, they are not considered an industrial accident. Therefore, the driver is responsible for any medical bills for the injured party – causing stress and grief for that employee, as well.

The new pathway is a pilot program and may result in additional changes to the other lots throughout the Everett property.

"This SHEAR is not unique," said Business Rep Dan Swank. "This is an issue in all Boeing parking lots. Recent construction has created blind spots and other risk factors. Everyone needs to be more cautious getting to and from their vehicles."

Renton stewards step up for members on P-8

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Cabe. "It is not an easy job and often a thankless job, but they perform a vital service. I appreciate their diligence and attention to detail."

In yet another instance, a manager asked a team leader to see who could work overtime. Rather than go to the crew that performed the work during the week, he asked a friend from another area, which was clearly a contract violation. Again, once the stewards pointed out

the contract had not been followed, the members that should have been asked were paid for the overtime.

Even beyond contractual issues, stewards are a great resource. Ismael recently resolved parking lot violations for several members to ensure they did not result in corrective action. After seeing the violations, he went and took pictures of the alleged moving and parking violations. The photos showed there were no

signs posted or that changes had been made to the area. The documentation proved his point and the violations were removed. In fact, his documentation even got a Boeing HR rep out of a CAM for a parking violation.

Stewards are your best resource if you believe there has been a violation of our contract, or something is incorrect about corrective action, or for any other questions. They are the eyes and ears of the union on the shop floor.

Going by the Book'



Oaths of Office

Near right, District President Jon Holden swears in Rachel Sarzynski as a District Council alternate representing Local A.

Far right, Local A President Lester Mullen swears in Cameron Griffin as a Local A auditor and Matt Hardy as Local A's representative on the District Audit Committee.



COMMUNITY SERVICE

MVP Committee honors our union's top volunteers

There are a lot of needs in our communities, and District 751 volunteers are always there to meet them, leaders of service agencies said.

"One thing I learned in my first six months on my job is how impressive IAM 751 volunteers are," said Betty Welsh, who recently became the labor engagement manager for the United Way of Snohomish County.

"You have been answering the call for help at Toys for Tots, the Letter Carriers food drive, peanut butter drive, ramps and so much more," she said. "Thank you for stepping up to volunteer and help us."

Welsh was among the community leaders who spoke April 11 as the MVP Committee held its annual banquet to honor the union's top volunteers.

In all, MVPs took part in 462 community outreach events in 2014, while also supporting eight Guide Dogs of America fundraising events. In all, the volunteers gave 14,585 hours of community service last year.

Volunteers prepared and served meals on 234 days at homeless shelters in Everett and Tacoma, and spent 160 afternoons helping sort and package donated food at Northwest Harvest's warehouse in Kent. Volunteers also built 16 wheelchair ramps in 2014, and took part in events sponsored by Toys for Tots and the Salvation Army, along with three different food drives.

Representatives of several of the organizations that have benefitted from the MVP's work came out to thank the union volunteers.

"I am proud to be partners with the Machinists Union," said Sean Armentrout, the vice president of community education for the United Way of Pierce County. "You do incredible work and are great representatives of this community."

Along with their time and energy, the MVPs give something else that's crucial, and that's love, said Mike Johnson, the executive director of The Rescue Mission in Tacoma.

"We are all born into a union," Johnson said. "It's called a family."

However, not all families are united or strong, Johnson said, and many of The Rescue Mission's

clients are escaping from "horrid" situations.

"You help every weekend to make these people stronger," Johnson told the MVPs. "You're giving your love, and it is incredible."

"We are not content to see people waste away and die," he concluded. "Together, we can reduce the number of problems and help people beat them."

District President Jon Holden praised the MVPs, saying the service they give to our communities "represents the best of what trade unions are about."

"Some of our retirees have been doing this volunteer work for decades," he continued. "Our union is committed to improving the lives of those in our communities. Our volunteers do that in a very real way."

"The Machinists' way is to take care of others," said Cheryl Hurst, a community activist who has worked with the MVPs on several projects, including this year's successful diaper drive to benefit the young children of women living in domestic violence shelters.

"You stepped up," Hurst said. "And delivered."



Top volunteers were honored at the MVP Committee's annual banquet. Back row: Robley Evans, Jim Hutchins, Adrian Camez, Rob Carver, George Braun, Brenda Brammer, Rob Curran, Julie Braun, Susanna Thomas. Front: Shelly Mullen, Chanele Klimesmith, Lily Lutgen and District President Jon Holden.

Top Volunteer Awards

The people listed below were recognized for their volunteer efforts throughout 2014.

- | | |
|----------------------|-------------------------|
| Members | Officers |
| 1st Brenda Brammer | 1st Rob Curran |
| 2nd Gabrielle Rogano | 2nd Clark Fromong |
| 3rd Susanna Thomas | 3rd Adrian Camez |
| Retirees | Family |
| 1st George Braun | 1st Tricia Fromong |
| 2nd Vennie Murphy | 2nd Julie Braun |
| 3rd Jim Hutchins | 3rd Catherine Kakuschke |
| Stewards | |
| 1st Robert Carver | |
| 2nd Gary Perry | |
| 3rd Sara Baumgardner | |

Congratulations to our winners!

Evans honored for service with Bill Johnson award

Local F President Robley Evans is this year's winner of the Bill Johnson True Trade Unionist Award, in recognition of his service to our union and our communities.

The award is given annually to a union volunteer who gives freely of his or her own time and resources without any expectation of getting anything in return.

It is given in honor of the late Bill Johnson, the former District 751 president who created the union's community service program in 1997.

Evans was cited for his service as the former chairman of the Machinists Volunteer Program Committee, as well as his past leadership on the board of directors of the Employees Community Fund of Boeing Puget Sound, the employee-run charity at Boeing.

Evans has also been the organizer for the annual "Dog Days" drag racing event at Pacific Raceway Park, which has raised nearly \$50,000 for Guide Dogs of America since its inception.

He has also volunteered for a number of organizing drives and other union activities.



Robley Evans (center) receives the Bill Johnson True Trade Unionist Award from District President Jon Holden (left) and Steward Coordinator Ed Lutgen, who helped found the MVP Committee with Johnson in 1997. The award was presented at the annual MVP banquet on April 11.

"His tireless devotion to helping others through organizing and volunteer work inspires many more members to get involved," wrote Andrew Dennis, an

Everett union steward who nominated Evans for the award.

Evans is a reclamation operator at Boeing's Auburn plant.

Flight for Sight run set for June in Everett

Participants in this year's Flight for Sight fun run and walk will have a new course to challenge them.

"The construction at Boeing's Everett site means that we've had to come up with a new route," said Grace Holland, who is chairwoman of the Women's Committee at Machinists Union District Lodge 751, which sponsors the race.

The 14th annual Flight for Sight will be June 6 at District 751's Everett Union Hall, 8726 Airport Road. Registration will be from 7:30 to 9 a.m. on that Saturday. Chip-timed racing on 5K and 10K courses will start at 9:30 a.m. A non-competitive 1-mile walk will start at 9:45 a.m.

This year's races will depart from the union hall, then cross over onto Boeing Co. property and then head along Paine Field before returning to the union hall. The courses will be certified by USA Track & Field.

Registration, which includes a t-shirt, costs \$30 in advance or \$35 on the day of the race. Registration forms are available online at www.FlightForSight.com.

COMMUNITY SERVICE

IAM 751 MVPs continue to build better communities

District 751 MVPs continued their community service work in April in a variety of ways. (Clockwise from right) Volunteers built a wheelchair ramp for an Auburn family; North-end MVPs cleaned up along their adopt-a-road site in south Everett; MVPs in Tacoma helped refurbish toys at the Toy Rescue Mission; volunteers helped Puyallup-area homeless people through Project Homeless Connect; volunteers prepared and served breakfast at The Rescue Mission in Tacoma; and others helped Seattle homeless people at the Community Resource Exchange.



Volunteers to help stamp out hunger

District 751 volunteers will once again help the National Association of Letter Carriers pick up and unload food donations during that union's annual Stamp Out Hunger food drive on May 9.

Volunteers are needed in King, Pierce and Snohomish counties. Here's how you can help:

King County

Go to the Food Lifeline web site to see choices and sign up: <https://foodlifeline.org/stamp>

Pierce County

Emergency Food Network is the contact for Pierce County: To register for a volunteer position call Merrit Reed, volunteer coordinator, at (253) 584-1040 or email volunteer@efoodnet.org

In Pierce County, two groups of volunteers are needed.

Volunteer Driving Teams of two or three volunteers – one driver, and one or two assistants to pick up food -- will drive around assigned neighborhoods to pick up donated food from 10:30 a.m. to 12:30 p.m. Maps of the routes will

be provided. Volunteers need to provide their own vehicle. Pickups or SUVs are preferred (volunteers with cars need to be prepared to make more drop offs).

Five teams will be needed in south Tacoma, three in University Place, two in Fife and two in Proctor.

Volunteer unloaders will be needed to help unload food once it has been picked up and delivered to Post Office branches between noon and 5 p.m. Volunteers need to be comfortable being on their feet and lifting 15-pound bags of food repeatedly.

Ten volunteers are needed in University Place, three in Fife and two in Parkland.

Snohomish County

We are coordinating with United Way of Snohomish County to help at the Main Post Office, 3102 Hoyt Ave. To sign up for this location contact Kay Michlik at the Seattle Union Hall at kaym@iam751.org or call (206) 764-0335.

Ten volunteers will be needed from 11:30 a.m. to 2:30 p.m.; 12 from 2:30 to 4:30 p.m. and 15 from 4:30 to 6:30 p.m.

Last chance to give to peanut butter drive

The friendly competition to see who can help feed the most hungry children this summer is nearing an end.

District 751 is taking part in two union-sponsored drives to collect peanut butter for local food banks. The drives end on May 11.

Peanut butter collected at the Auburn, Renton and Seattle union halls will go to the Pierce County Central Labor Council, which will pool all the peanut butter collected by unions in Pierce County and give it to the Emergency Food Network, which supplies 60 food banks in the greater Tacoma area.

Peanut butter collected at the Everett Union Hall will be contributed to the Snohomish County Labor Council's second annual peanut butter drive, which benefits Volunteers of America's Everett Food Bank.

The group of Machinists who collect the most peanut butter will get "bragging rights, and the knowledge they are helping feed hungry children in their community this summer," said Terri Myette, who is one of the focal points for the District 751 effort.



Peanut butter is an excellent source of protein with a good shelf life, Myette said. It's also something that most children like, which makes it especially important for food banks in summer time, when children from low-income families no longer get free or reduced-price lunches at school.

Organizers encourage union members to buy union-made peanut butter brands like Jif or Adam's, and to buy it whenever possible from unionized grocery stores, including Albertson's, Fred Meyer, Haggen's/Top Foods, PCC, QFC, Safeway or Thriftway.

Machinists let the good times roll for MNPL

Local F's annual Unity Bowl bowling tournament to benefit the Machinists Non-partisan Political League was April 19 at Secoma Lanes in Federal Way. A total of 100 people took part in the event, which raised more than \$10,000 for the union's political action committee. Clockwise from left, IAM 751 member Nelson Apostol prepares to bowl. Middle right: Tony Lenti was honored by District 751 and Local F officers for having the high single-game score for men. Bottom right: Team Campos members show off their "We Tried" awards. Lower left: Joyce Wray was the high game winner for women. Middle left: Team Fire Ball members show off their trophies for winning the team competition over Team Ball Busters. Other individual awards went to Paul Marcello for high series score among men and Pam Johnson for high series score among women.



Thanks, Sponsors!

100 Level:

Howard Carlson; Rosies's Machinists; Ira Carterman; Lester Mullen; Christine Fullerton; Denise Strike; Bill Langlois; Jeremy Coty; Susan Palmer; Kathy Evans Beauty Studio; Terri Myette; Donovan McLeod; Robley Evans; Brett Coty, Dena Bartman, Grace Holland (3 Amigos); Connie Kelliher and Bryan Corliss; John Lopez Jr.; Pat Bertucci; and Wilson "Fergie" Ferguson.

Nuclear:

Stosh Tomala

751 Level Gorilla:

Greg Campos; Dan Swank; Larry Brown; and Health & Benefits (Garth Luark and Paul Veltkamp).

1000 Level Rockstar:

Jon Holden



Not OK: Boeing double dips

Continued from Page 3

June Robinson, D-Everett – would address that by requiring Boeing to maintain its total Washington state employment at the November 2013 level of 83,000 people, or see the amount of tax break it receives reduced.

In addition, District 751 and SPEEA support House Bill 1786, which would require all Washington state aerospace companies to pay experienced workers at least the state's median wage – currently \$19.67 an hour – or give back their tax breaks to help fund services for the working poor.

The University of California-Berkely calculated that Washington state citizens pay more than \$993 million a year to provide food stamps and other public assistance to people whose jobs don't pay them enough to live on.

Opinion: Accountability should still be priority

Continued from Page 3

breaks.

House Bill 2147 would change that by refocusing Boeing's tax breaks on job creation. Although the bill may now be moving into "missed opportunity" territory as the regular session comes to a close, it's still important to shine a light on why Washington state needs such a bill. The bill would help protect Washingtonians who work for Boeing by requiring the company to actually do its part to maintain and grow its workforce in Washington state or risk losing its tax subsidies. It ties the tax breaks directly to the number of jobs located in Washington state.

Essentially under the bill, Boeing's tax breaks would be gradually reduced if its Washington-based workforce falls below November 2013 levels. For every 250 jobs below that baseline, its preferential business and occupation (B&O) tax rate would increase by about 2.5 percent. The preferential rate would disappear completely if Boeing employ-

ment falls 5,000 below the November 2013 baseline. The company's tax credits would similarly be reduced as employment falls.

If the 2015 legislative sessions end without the passage of the bill, Boeing will continue to claim more than \$300 million per year in preferential business tax rates, business tax credits, and sales tax breaks until 2040. That's no matter how many (or how few) workers it employs in Washington state.

A 2014 Legislative Auditor economic analysis vividly spelled out the dangers of failing to act on this important measure. It found that in order for state aerospace tax breaks to have a net positive impact for the state economy, Boeing would need to make continuous investments in Washington state. A onetime investment in a new facility doesn't cut it. That's because the tax breaks for Boeing filter state money away from other investments that help build a strong state economy. They reduce the resources available for things like public schools and colleges, infrastructure, and public

safety.

In other words, the tax incentive's current structure doesn't only mean that the company can keep reducing the size of its workforce in Washington; it also means taxpayers are subsidizing a multi-billion-dollar corporation at the expense of the well-being of our communities.

We all want a thriving aerospace sector and the growth of good, living-wage jobs in our state. House Bill 2147 would help ensure that outcome by encouraging Boeing to make a firmer commitment to Washington. Although the 2015 regular legislative session is ending, policymakers could still revive this bill during the special session. It's an important piece of legislation that would be worthy of such a bold move by our elected officials.

Andy Nicholas is a senior fiscal analyst at the Washington Budget and Policy Center in Seattle. Learn more by going online at www.BudgetAndPolicy.org.

RETIREMENT NEWS

Forum focuses on senior issues for all

The White House Conference on Aging occurs every ten years to develop solutions to challenges that older Americans face. This year, the White House is holding a series of regional events leading up to a conference in our nation's capitol. While a limited number of people can attend the official invitation-only events, the Alliance for Retired Americans is holding companion forums in cities across America.

On April 2, the White House held its official event in Seattle, which was attended by 751 Retired Club President Jackie Boschok. This meeting was with Nora Super, the Executive Director of the White House Conference on Aging and Elisa Walker, Special Assistant to the Social Security Administration's Deputy Commissioner for Retirement and Disability Policy. Jackie and others

discussed with these high-ranking officials the need to expand Social Security and Medicare benefits, as well as ensure pensions are protected.

While the official forum was taking place in downtown Seattle, an open forum was held at the 751 Seattle Union Hall to educate and mobilize seniors and concerned citizens. This open forum was designed to attract additional publicity and ensure the White House hears about the retirement security crisis, and the importance of Social Security, Medicare, Medicaid and defined-benefit pensions.

The retirees and concerned seniors that gathered at the 751 Seattle Union Hall focused on a topic that should be of concern to all Americans: Real Retirement Security Now. The forum allowed open discussion on items related to retirement security and provided an



District 751 President Jon Holden was one of the speakers at the Seattle senior forum.

avenue to make recommendations to the White House. Discussion covered essential programs like defined-benefit pensions, Social Security, Medicare and Medicaid. Speakers included District 751 President Jon Holden, Greg Devereux, Executive Director of the Washington Federation of State Employees, AFSCME Council 28, and Ann Widger, Director of AFSCME Retirees.

This year provides a unique opportunity to highlight this ongoing crisis because it is the 80th anniversary of Social Security and the 50th anniversaries of Medicare and Medicaid as well as the White House's decennial Conference on Aging. Even in this milestone anniversary year, Social Security, Medicare and Medicaid are under attack like never before. Now is the time for retired Americans to join the fight for real retirement security.

Vennie Murphy was one of the 751 retirees speaking up at an open forum on senior issues on April 2.



Retiree Club April business meeting minutes

The meeting was called to order on April 14 by Vice President Helen Lowe. Lucia Raum said a prayer followed by the flag salute and singing of God Bless America.

Roll Call of Officers: All officers were present except for President Jackie Boschok who was attending the State Senior Citizens Lobby in Olympia.

Helen Lowe suspended the regular order of business to introduce Max Brown, Campaign Manager of the Yes on Public Safety! Approve King County Prop 1. This is a levy to replace the outdated emergency radio network used by our emergency responders in all 39 cities and the unincorporated parts of King County. Discussion followed: everyone agreed it was necessary to update the system but some expressed their displeasure that the upgrade would be paid for by a property tax.

Minutes: It was **M/S/P** to approve the February and March minutes.

Financial Report: Tom Lux gave the report. The report was **M/S/P**.

Communications: John Guevarra spoke about Tax Day on April 15 and urged people to call regarding the upside

down tax structure.

Health and Welfare: Helen Pompeo gave the report. A sympathy card was sent to Lester Steele. Helen also read the names of the following members who have passed away during the last several months but the union was just recently informed of their passing: Edith Beasley, Mary Bondy, Leo Buettner, Edward Beady, Kathleen Elsen, Teddy Ford, Larry Green, Charlie Griffin, Jr. Lillian Johnson, Loren H. Jones, Thong Le, Ronald Long, John Malone, Eleanor Merritt, Richard Meyers, Leonard Signani, William Stevens and Dolores Thorner. A moment of silence was observed for all of the above.

Legislative Report: Carl Schwartz noted reports from the state legislature indicate difficult exchanges between the state Senate (Republican controlled) and the state House (Democrat controlled). The Senate has killed proposals to raise the minimum wage and paid sick leave. They also blocked a bill to improve safety for health care workers. The transportation proposal would add 11 cents to our gas tax to meet a wide range

of transportation needs, but the Senate wants to tie that to a ban on even considering limiting carbon emissions. The state legislature is supposed to complete their work this month. The state budget, which is its primary function is still not firmed up. There is a capital gains tax proposed by the Democrats to help fill the gaps in the state budget.

In the "other" Washington, there are proposals to actually

improve the cost-of-living factor of Social Security. Another proposal would allow the post office to do some banking functions for people who do not have ready access to banks. The post office did this in the past.

Hillary Clinton announced her decision to run for US President Sunday, April 12. The union will evaluate all candidates before taking any action.

Health & Benefits Report: None

Business Rep Report: Business Rep Joe Crockett gave the report.

President's Report: Helen Lowe announced that May is Senior Citizens month. In honor of that Jackie Boschok is looking into offering a program on senior safety including CPR and fall prevention.

Helen said she attended the Machinists Volunteer Program award banquet on April 11 and retirees were honored including George Braun, Vennie Murphy and Jim Hutchins. George volunteered 1,568.5 hours last year and 5,149 hours total over the past several years. He earned President Obama's Call to Service Award. Vennie volunteered 326.5 hours and Jim volunteered 238.5 hours. Helen thanked them for their volunteer efforts.

Good & Welfare: John Guevarra said it is important to read the opinion page of the newspaper to keep informed. He touched on several topics including the disparity in wages between men and women, discrimination against blacks and the nuclear arms agreement with Iran.

Max Templin spoke about an article in the AARP magazine about a lady who almost lost her home because she didn't pay her property tax on time and didn't realize she was being charged a late fee and interest until the amount had grown well beyond what she could afford to pay. If you own your home make sure you don't have any late fees accumulating. Julie Braun said you can find out by looking at the assessor's office web site. Continued on Page 10



April birthdays included: Jim Hutchins, Helen Mah, and George Braun. Jan Egger (2nd from right) celebrated his anniversary to wife Connie (not pictured).

RETIREES

Congratulations to the following who retired from the Union:

- William Atkins
- Eugene Barrett
- Gregory Betz
- Guy Bever
- Kathleen Bogrand (Frye)
- Larry Bouska
- Michael Brovold
- Russell Brumley
- Kenneth Burgess
- Eric Butler
- Donald Carter
- Patrick Cimball
- Rolf Dahmen
- Nancy Davis
- Patricia Davis
- Barry Decato
- Phillip Diede
- Sau Diep
- Paul Ellis
- Stephen Fannin
- Janet Finch
- Keith French
- Stephen Goodwin
- Susan Greer
- Don Hall, Jr.
- Kent Harbidge
- Thamir Hassan
- Gary Hodgkin
- Gerome Hughes
- Mark Hull
- David Hutchinson
- Ronald Jensen
- David Johnson
- Jeffrey Johnson
- Robert Johnson
- Brenda Jones
- Donald Kauffman
- Frank Kruse
- Gordon Larson
- Craig Lynch
- Gabriel Makanani
- Michael Martinson
- Steven McCaffree
- William McKenzie
- Donald Melvin
- Paul Mendiola
- Larry Miller
- Georg Mueller
- Christina Myers
- Ngoc Nguyen
- Roy Nielsen
- James Oden
- Leonard Ohrt
- Michael Oittinen
- Janice Parrott
- Lorraine Pedersen
- Robert Perry
- Larry Pfeifer
- Patrick Richards
- Bruce Ross
- Richard Ryan
- Kenneth Shewfelt
- John Sides
- William Stanley
- Terry Strong
- Dale Swift
- James Thomson
- William Toth
- Thomas Tracy
- Tony Tran
- Mitchell Tucker
- Mary Turley
- James Vaughn
- Madelyn Warren
- Earl Warren, Jr.
- David Wendleton
- Eldon Wiegert

RETIRED CLUB OFFICERS

President	Jackie Boschok	206-890-1009
Vice President	Helen Lowe	206-523-9526
Secretary	Lucia Raum	206-772-5110
Treasurer	Tom Lux	206-551-1371
Srgnt-at-Arms	Mike Lough	253-371-4778
Trustees:	Louise Burns	206-242-5878
	John Guevarra	206-762-3848
	Michael Keller	206-723-4973
Union Office:	(1-800-763-1301) or 206-763-1300	

FREE WANT ADS

FOR MEMBERS ONLY

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1970 CAMARO TAIL LIGHTS for left and right side complete with housing good condition. \$65 for the set OBO. 1968/1969 Corvette tail light lens excellent condition \$18. Chevy Bell housing #14060627. I can email you pictures. Call Bruce 360-243-3346

(4)17INCH TOYOTA FACTORY WHEELS, with tire pressure sensors, 100 miles wheels, from dealerto home. \$1000obo. (425)931-1897

(4)TIRES 225/65R17, BRIDGESTONE, 100 miles on new tires, from dealer to home. \$500 obo. (425) 931-1897

LOTS OF 64-65 COMET PARTS, 1970-72 Torino parts. Call with needs. I've probably got what you need. 360-563-2422

BOATS

19' 2008 BAYLINER V-6, 192 Cuddy w/canopy. \$11,250 425-488-4259

1994 18 FOOT BAYLINER OPEN BOW RIDER, 120 HP Mercury Force Low HR. on the motor, AM & FM radio CD, ipod player and other accessories, great shape. \$ 4,000. 425-330-0995

POLARIS SLT 750 PWC good condition, comes with galvanized single water craft trailer. Blue and white with power trim. \$2,750 OBO 253-217-6920

2006 18 ft. GLASTRON BOAT - MUST SEE! 115 HP Merc and 5 HP Coleman. Lake trolling motor, Skies, safety equipment, EZ load trailer with disc brakes, swivel tongue. Must sell, make offer, excellent condition, always garaged. 253-887-8187

COTTAGE INDUSTRIES

BUY A HOME OR SELL A HOME. Call Skyline properties broker Von Provo. Call, text or email von@skylineproperties.com or 425-359-0165

H2O GUTTER CONTROL will remove and replace gutters and downspouts, clean your roof and gutters. License #H20GUGC94INLL Gary has 41 yrs of experience. Gary Green 253-722-4149 cell - 253-538-7966 office

FIELD MOWING, ROTOTILLING, driveway grating and plows. Reasonable price. 206-437-6943 or 425-413-2630

FURNITURE & APPLIANCES

GREEN MARBLED FORMICA TABLE 29 1/2 wide, 52" long, with leaf, which is 10' wide. \$150. 253-852-6809

MOVING SALE: complete Dania Teak Office Suite \$200. Cedar chest \$50. Console table, TV stand, end tables and more furniture. Also primitive camping gear. Priced to sell! 425-277-6088

POOL TABLE \$300. Queen size bed, good condition. Amish-made frame \$100 German radio & record player, large floor model \$300. 253-875-7844

20 CUBIC FT KENMORE FROST-FREE FREEZER Just checked by Sears, excellent condition, said don't take less than \$300 - Yours - \$200. 253-639-1084

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2 BEDROOM + 1 BATH UNIT, Southwest Seattle. Easy 509 access. Washer+dryer on premises. Basic utilities included. \$1,300/month. 206-766-9552

VERY NICE HOME in the sunny S.W. 3 bdrms, 2 bthrms, 1,550 sq. ft. 2 car carport. 8x8x8 storage shed, patio all covered. Asking \$59,500 or make offer. 480-654-8840 ask for Ron or Neide

TAKE A BREAK ON HOOD CANAL: 1-bdrm beach cabin, \$100/night with 2-night minimum. Mention that you're a Machinist and get a third night free! Search "Sisters Point Cabin" on Facebook, then call 360-275-6816

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. 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
May 18**

MANUFACTURED HOME ON 6 ACRES Horse set up, big barn/garage. Appt. only, in Graham. \$299,000. 253-875-7944

OCEAN FRONT 2 BDRM/2 BATH, Kona Hawaii. Enjoy luxurious view in top floor, 2 bdrm, 2 bath fully equipped condo. See www.banyantreecondo.com. Amenities: Parking, elevator, DSL for wi-fi, pool, Jacuzzi & much more. Sleeps 4. Discount to Boeing employees pays the taxes. \$1050-1250/wk. 206-549-3444

PROPERTY

TWO CEMETERY PLOTS at Greenwood Memorial Park in Renton at the Rhododendron Garden. Space 1 and 2. \$5,000 each or best offer. 509-445-9337

TWO CEMETERY PLOTS at Greenwood Memorial Park in Renton in the Veteran's Garden, next to the flag. Space 2 and 3. \$3,000 each. 425-922-1541

GRAVE SITES - POULSBORO, WA Top of the Hill Perpetual Care - Buy 1 or up to 8. \$900 each 360-275-4872 leave a message

MISCELLANEOUS

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IF YOU COULD CHANGE YOUR WHOLE FINANCIAL SITUATION FOR \$40 WOULD U? Recorded message: 641-715-3900 pin 744451# www.totalifechanges.com/4everchg

POOL LIGHT BUDWEISER Clydesdale wagon, nice out of tavern. 425-432-9741

SCOTTIE COLLECTION antique Quimper pottery, 4 "Men of the Day" pictures. Sell individually or separate. Make offer 425-353-0564

FIBERGLASS UTILITY HYDRAULIC LADDER RACK + 6 foot slide-out drawer opening side doors \$850 or best offer. In Ocean Shores, WA 253-670-3568 or 253-709-2465

5 SPEED GIRLS BICYCLE 1974 from J.C. Penny, nice padded seat, manual, water bottle, perfect condition \$550 OBO 253-852-6809

FREE PLANT STARTS: Purple Heart, very hardy and easy to grow, Crown of Thorns and African Milk Tree starts. Difenbachia plant starts, rooted early, ready to plant \$5 each. Milk Tree plants \$5 each, easy to grow. 253-852-6809

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RECREATIONAL VEHICLES

2009 CHEVY TRUCK w/towing pkg. HD-Vortex engine. Low mileage. RV TRAILER 2012 30' w/2 slide outs. Jay Flight \$45K for both. Excellent condition. 360-675-3369

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GLOCK MODEL 21 .45 LIKE NEW! Original box. 2 boxes shot, 3 mags. (13 rounds ea.) speed loader, NEW laser/flashlight, 4 holsters. Paid \$600 (gun only) & \$200 for laser/light. All for \$600! FIRM!!! 425-239-4835 ask for Rick or leave message.

GUN VAULT SAFE. NEW! Flat black with hand print combination. \$80. Clinging stuff for guns! And misc. \$50. 425-239-4835 ask for Rick or leave message.

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WOOD SPLITTER, heavy duty, 5hp gas engine mounted on GMC truck rear axle & 8 ft i-beam. 15 in tires, hyd ram, made in Forks, WA towable behind a truck \$1,900 obo. (425) 931-1897

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VEHICLES

2008 CHERRY RED FORD ESCAPE 4WD, 6 cylinders, alloy wheels, cloth grey interior, super clean, excellent condition. 115K miles \$10,000 425-802-3047

2009 CHEVY TRUCK w/towing pkg. HD-Vortex engine. Low mileage. RV TRAILER 2012 30' w/2 slide outs. Jay Flight \$45K for both. Excellent condition. 360-675-3369

2003 ACURA CL by original owner. 55,000 miles. Mechanically sound. Excellent exterior and interior. Includes four mounted studded snow tires. Well maintained with records. \$5,700. 253-347-4542

2007 HARLEY DAVIDSON Road King Classic 96 C.I. 6 speed 28,000 miles. New blue pearl paint. You can pick from two different seats and 2 different wheels. \$10,500 206-265-0654

98 SHINODA BOSS MUSTANG. 86,400 miles, very clean, 5 speed trans with supercharged engine. Asking, \$11,900 obo. Color silver with graphics, pictures available on request can be emailed. 360-243-3346

2000 BMW Z3 CONVERTIBLE, burgundy with black top & black leather, 6 cyl, 5 spd, 71k miles, wind screen, excellent condition, \$9,500 obo. (425) 931-1897

Retiree Club meeting minutes

Continued from Page 9

Tom Lux spoke about the Pacific Northwest Labor History Association conference on May 1-3 at the Double Tree Hotel in SeaTac. Brochures are available at the back table. You can join the association for \$25 per year. He is running for president of the association this year and could use your support.

Old Business: None.

New Business: None.

New Members Welcomed: Scott Southerland shared a bit about his time at Boeing, including that he was a union steward. Newer member Ted Cambouris also spoke briefly about job opportunities to represent airlines in the plant. If you are interested, he can provide more information.

Birthdays: George Braun, Jim Hutchins & Helen Mah. Jan & Connie Egger celebrated their 42nd anniversary. The Club sang Happy Birthday to them.

John Pompeo won the drawing for the Fred Meyer gift card.

Meeting adjourned at noon.

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|--------------------|-------------------------------------|--|--------------------------------|
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Union Home Services gives assistance and rebates to help members with real estate process

Thanks to assistance from Union Home Services, 751-member Ted Leutschaft was able to purchase a family home after moving to Everett from Colorado to accept a Pre-Flight and Delivery AMT position at the Boeing Everett Delivery Center. He can't say enough about the help, support and rebate they provided him. Union Home Services guided him each step of the process.

This unique program designed to help union members, their children and parents, with real estate transactions is free of charge.

This program provides:

- 20% cash back rebate of your Union Home Services Realtor's portion of commission
- Save hundreds more when you use our Union Home Services partners
- Experienced realtors from your area who work for you

• Services for union members, their children and parents, nationwide

751 members who have used their services have been thrilled with the results. An added bonus is the fact that Dave and Roberta Cornelison who run Union Home Services are also 751 members. You can get more information by calling 1-877-779-0197 or visit www.unionhomeservices.com.

In the case of Ted & Sunny Leutschaft, they had a short period of time to find a home, secure funding and get it closed, but Union Home Services made sure it happened.



Thanks to help from Union Home Services, IAM 751-member Ted Leutschaft is a homeowner in Everett. Pictured above with his wife Sunny and dog Cookie Monster in front of their new home.

"We needed to move out of our rental home in less than 45 days. A friend suggested I contact Union Home Services, which was on our Union website," said Ted. "Time was short, but Dave and Roberta from Union Home Services assured us we would find the right home. Through their hard work and diligence, we found our perfect home that met our needs and requirements. They even hooked us up with an awesome lender – Michelle Bruto da Costa at HomeBridge Financial Services. We went from renter to homeowner in 20 days with closing and everything."

"Union Home Services was wonderful. I got a discount and a nice rebate check that gave me a couple thousand dollars after my house closed," said Ted.

Ted's situation was complicated by circumstances beyond his control. For years, he was the Lead Jet Mechanic in Denver for DHL. He purchased and built his dream home outside of Denver near the peak of the housing market. Then DHL shut down the site, and he lost his job through no fault of his own. The recession hit, and he couldn't

find work. He immediately contacted the bank to try to get them to work with him while he had no income, but they refused to help or offer options because he was current on his payments. He ended up draining his savings trying to do the right thing.

Boeing offered him a job so he moved to Everett, but he couldn't afford to pay for the Colorado house and pay rent here. He tried to work a short sale, but ended up having it foreclosed on – which made it much tougher to buy a house here.

When his landlord in Everett gave him notice, he wanted to try to buy a house. However, everyone he called said, they could not help, once they learned of the foreclosure.

Union Home Services not only said they could help, but were relentless in their search for a house, and connected him with a lender who would move quickly. He purchased the house with no money down as a Veteran AND he got a rebate from the transaction. They used that money to paint the house before they moved in.

"Union Home Services made what was becoming a stressful situation much better. They are nice, caring people who treat you like family," Ted said. "We recommend them highly if you are buying or selling a home, give them a call at 1-877-779-0197 or visit www.unionhomeservices.com."

Your New IAM 751 Real Estate Benefit!

Your Union,
it's not just for work anymore.

Now it's for Home!

IAM 751 Union members, parents and children qualify for real estate rebate benefit.

Receive a 20% rebate of your Realtors' portion of commission.
Save hundreds more when you use our Union Home Services partners.

UNION HOME SERVICES.com
TOLL FREE: 1-877-779-0197
EMAIL: info@UnionHomeServices.com

Example

Use Union Home Services Real Estate Benefits Program to sell and buy your home.

You list your home and it sells for \$175,000. After closing you will receive a rebate check for \$1,050.

You then buy a home for \$250,000. After this new home closes, you will receive another rebate check for \$1,500.

Your total rebate would be:

\$2,550*

*Rebate amounts for this example are based on a 3% Realtors' commission. Commission amounts vary. Rebate will be based on actual commission.

Use our online savings calculator to see just how much your rebate will be. **Enroll today at www.UnionHomeServices.com**

FINANCIAL \$ENSE: Are you and your spouse on the same page?

After 24 years of marriage, Joe and Jane often finish each other's sentences. So imagine how surprised they were when some differing goals emerged during a recent retirement income planning discussion with their Financial Advisor. As their advisor led the couple through an exercise designed to help them set retirement priorities, they discovered that Joe was eyeing a particular pocket of savings to enable his early retirement. Jane, on the other hand, viewed that same account as a fund for their children's college education.

Such discrepancies are common, even for couples who communicate well. "When you've lived with someone a long time, you may assume you know what your partner is thinking," notes Donna Peterson, Senior Vice President in Retail Retirement at Wells Fargo. "If you're not on the same page, you could thwart each other's objectives without knowing it," she warns — as in the example of Joe and Jane.

Taking the Long View

Uncovering such differences and deciding how to handle them is a critical early step to building a retirement income plan for both partners. During this first stage, your Financial Advisor will ask

each of you key questions, such as when you want to retire, where you'd like to live, and how you ideally would fill your days during retirement.

The answers to those three questions in particular can affect major financial decisions you make as a couple throughout your marriage, so it's best to start discussing them well ahead of retirement. For example, if you're in the market for a new home, decisions about how much to spend and how long you'll stay there may change when viewed through the lens of retirement.

It may make sense to economize on a house you intend to occupy only until your children are through grammar school, or to invest more heavily in a lifelong residence. The size of the mortgage can also affect how much you contribute to retirement savings, as well as whether you enter retirement carrying debt.

Buying a home is just one choice into which retirement can factor. "Responsibilities to family, such as paying for education or caring for older relatives, can influence your plans too," Peterson says. And just as circumstances may change, so too can your retirement

SCOTT WEALTH MANAGEMENT GROUP

of Wells Fargo Advisors

income plan — but it's important to start with as complete a vision as possible.

Starting the Conversation

Surprisingly, Peterson recommends that you and your spouse meet with your Financial Advisor to discuss your retirement goals in detail. "The most successful retirement plan conversations are generally a little spontaneous, so allow your Financial Advisor to serve as the catalyst for the discussion as well as your guide through it."

This discussion may stretch over a few meetings, since there's a lot of ground to cover. Your advisor will not only help you discover your ideas about retirement but also begin to educate you about issues that can affect your income plan, such as: Health care costs, risk tolerance, market and economic realities, inflation and taxes. "Very few couples have considered all these elements before consulting a professional," says Peterson.

Your Financial Advisor can suggest ways to integrate these considerations into your joint retirement income plan. You may walk out of the session with a stronger strategy, as well as a greater understanding of your spouse's hopes and dreams — knowledge that can make your partnership even stronger.

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EASTERN WASHINGTON

Local 86 Machinists build first wheelchair ramp

Volunteers from Seattle help with committee's first effort

Local 86 Machinists have built their first wheelchair ramp, spreading a proud tradition started by District 751 volunteers in Seattle nearly 20 years ago.

"The ramp turned out beautiful," said Local F President Robley Evans – a veteran ramp-builder -- who traveled from Seattle to Spokane to advise the Local 86 volunteers. "We gave them a ton of advice, and they're going to be able to build quite a few."

On April 18, 15 IAM 751 volunteers – 13 from Spokane and two from Seattle – built the ramp at the home of the Kindsvogel family in Spokane Valley. Their teenaged son, Alex, has been confined to a wheelchair since he was 3.

The family had a wheelchair ramp in their home, but Alex had outgrown it, Li-ana Kindsvogel told KREM-TV in Spokane. "We couldn't use it in the house because it was so steep."

Because the ramp was so steep, Alex's caregivers had to carry him into the house, then push his empty wheelchair up the ramp so he could use it inside, Evans said.

Kindsvogel had contacted Local 86 after seeing media reports of how Machinists Union members volunteer to build wheelchair ramps, said Eastern Washington Business Rep Steve Warren.

District 751 volunteers in Western Washington have built nearly 350 wheelchair ramps since the union formed its Machinists Volunteer Program in 1997, but this was the first time anyone had approached the union's local lodge in Spo-



Local 86 Machinists built their first-ever wheelchair ramp on April 18, for a Spokane Valley family who had been carrying their wheelchair-bound teenaged son up their front steps. The ramp-builders included two long-time members of IAM 751's Seattle-based Machinists Volunteer Program, who advised their Local 86 brothers on the project.

kane to ask about a ramp.

The Local 86 volunteers were ready to help, but "we'd never done ramps before," Warren said. "We needed somebody who knew how to design and build a ramp from the ground up."

Evans and IAM 751 Health & Benefits Rep Garth Luark – both long-time members of the Machinists Volunteer Program Committee at District 751 – volunteered to go to Spokane to help train the Local 86 team.

The Machinists ended up building a 26-foot ramp, with one 90-degree turn, in the Kindsvogels' garage. They also moved shelves from one wall to another

to make more room for the ramp.

When MVPs do wheelchair ramp projects, they asked the family receiving the ramp to pay for materials while they do the design and construction for free.

In this case, that lowered the cost to the Kindsvogels from somewhere between \$3,000 and \$4,000 to less than \$300, the family said.

"It's sometimes overwhelming how much medical equipment can cost," Li-ana Kindsvogel told KREM-TV. "This has just been an amazing gift."

The Local 86 Machinists – who included a mix of truck mechanics, ma-

chinists and aerospace workers from various Spokane shops – were quick learners, Evans said.

"They're off and running," he said. "We're going to see some more ramp-building out of them."

Warren said Local 86 officers have formed a standing committee to evaluate future wheelchair ramp requests, with a goal of doing at least one a year.

"Our guys are really excited to take on their next project," he said.

For more information about IAM 751 wheelchair ramp projects, call the Seattle Union Hall at (206) 764-0335 or the Spokane Union Hall at (509) 534-9690.

ASC Machinists celebrate



Local 86 Machinists held their second annual membership recognition barbecue for union members at ASC Machinist Tools Inc. in Spokane Valley on April 28. The event is a thank you to Machinists who work at ASC for their contributions to our union and their company. There are 85 Machinists Union members at ASC, who work as machinists, assemblers and electricians. The company builds tooling that is used to fabricate metal structures for grain silos and other farm buildings.

Machinists' win helps all union workers at Hanford

A Hanford WRPS contractor has agreed to change its layoff procedures for all union workers as the result of the settlement in an arbitration case brought by the Machinists Union.

The contractor also has agreed to give laid-off union workers preference when it comes to recalls in the future.

These favorable developments for Hanford workers are the result of a grievance filed by a Local 1951 union steward in March 2014.

"We've been waiting for this answer for more than a year," said Don Giese, the union steward who filed the grievance on behalf of union member Joe Jenson. "When you do things for the right reasons, you will get them accomplished. But the grievance process is slow."

The issue dates back to 2013, when Jenson was working for Hanford contractor Mission Support Alliance as a category B-18 instrument specialist. MSA issued layoff notices while Jenson was on leave of absence, and when he came back to work, he was notified that his job had been declared excess.

Under the terms of the Hanford Atomic Metal Trades Council's agreement with Hanford contractors, workers whose jobs are declared excess have bump rights to jobs in their classification at any of the five companies at the Hanford site.

In Jenson's case, there was an opportunity for him to bump into a job held by a low-seniority worker at another contractor.

The contractor denied the transfer, because Jenson is a category B-18 instrument specialist, and the company only employs O-18 instrument specialists.

But Giese came up with documentation showing the only difference between the two was one works on personal computer data systems and the other works on data systems for instrumentation. But they are all instruments specialist.

Based on that, an arbitrator ruled in favor of Jenson and the union, and ordered the contractor to make Jenson whole for all he missed in the 15 months he was unable to work, including (but not limited to) regular pay, overtime, vacation, personal leave, 401(k) matches and other benefits.

The ruling also established precedents for how similar cases will be handled in the future.

On April 27, Washington River Protection Services – the umbrella company for all Hanford contractors – notified the Hanford Atomic Metal Trades Council that it was changing its personnel policies to reflect the ruling in the arbitration case.

That decision will help resolve several pending cases across the Hanford site in favor of the workers, said Ken Howard, District 751's staff assistant for Eastern Washington.

"This was not just a win for Joe or for us as a Machinists Union," Howard said. "This was a win for all Hanford instrument specialists who may get transferred in the future."