IAM 751 wins $320,000 in back pay for members

Grievance over progression took two years to settle

The value of our union contract was clear as 25 members received over $320,000 in back pay to settle a grievance filed in 2012.

District President Jon Holden filed the grievance when he was a Business Rep in Everett two years ago and continued to pursue it until the payout occurred earlier this year.

Members were excited to receive the settlements, which ensured they reached the maximum pay rate in progression much quicker than Boeing’s previous calculation.

Individual settlements ranged from $530 to $27,370, with the average being $12,860. Other members will reach the maximum pay sooner as a result of the grievance and audit.

The $320,000 back pay settlement was determined only after the Union filed a grievance and worked with Boeing who then performed an audit. Several members were not even aware the Union was pursuing the matter, but were pleasantly surprised with the results.

“I appreciate our Union fighting for this,” said Don Harman, who received more than $17,000 in back pay (before taxes). “Jon Holden did a great job pursuing the matter. I had tried on my own to make the case, but couldn’t get anyone at Boeing to listen. Without the Union, I would have had no way to pursue the issue.”

Harman also thanked Union Stewards Andrew Dennis, Randy Lehnerz and Chad Gese for helping him gather the proper documentation and paperwork.

Union Steward Cam Griffin helped ensure Victoria Knight’s back pay calculation of nearly $25,000 was correct – showing how our stewards continue to fight to protect member’s rights throughout the grievance process.

The issue arose when Boeing revised a pay practice in August 2011 affecting members who returned from a higher graded job to a lower graded job they

A Machinist at AIM Aerospace-Summer casts her vote on the group’s first union contract.

AIM Aerospace Machinists ratify first union contract

75 percent approve deal to improve wages, benefits

District 751 members who work at AIM Aerospace in Sumner have won 5.6 percent average wage increases plus improved benefits with their first union contract.

The workers ratified the contract with a 75 percent yes vote on April 25.

“This is a good foundation you can build from,” union Business Rep Brett Coty told AIM workers. “You’re not going to see everything you wanted in this contract, but it’s going to be a better place to work than it was before.”

The new four-year collective bargaining agreement covers some 280 workers at AIM Aerospace’s Sumner plant. The workers are composite manufacturing specialists who fabricate air ducts and other aircraft components used in Boeing and Airbus jets.

Continued on Page 5

Rebuilding Unity
To win against corporate America we must be united and working together

Members call for better training and communication

Machinists at Boeing have been knocked down, but not knocked out, new District President Jon Holden said.

The question now is whether we will get back up on our feet and keep fighting.

“With all that we’ve been through, it would be easy to give up,” Holden said. “It’s much harder to get involved and say ‘I’m going to work to make change.’”

More than 75 District 751 members attended the three Town Hall meetings in Auburn on April 24, while close to 200 attended the Everett meetings on April 30.

The meetings are the result of requests from members who said they would attend more union meetings if they weren’t all held at the Seattle Union Hall, where District 751 has its headquarters.

Holden said he plans to hold more Town Hall meetings at the Auburn, Everett and Renton union halls, as well as classes for members on topics such as

Machinists win back pay and raises

Members at JBLM receive raises of nearly $10 an hour and back pay

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We’re all accountable for making our union stronger

By JON HOLDEN
District 751 President

We held our first Town Hall meetings in April. I thought they were very good sessions, filled with thoughtful questions and useful suggestions.

I’d already directed our union staff to start sorting through the suggestion list to figure out which ones we’re going to implement first. We’re also making plans for more Town Hall meetings in Renton (June 3) and at the Seattle Union Hall (June 5).

Accountability was a key theme at the meetings in Auburn and Everett.

Who’s accountable for the way our Boeing pensions were taken away?
Who’s accountable for the state of our union today? Who’s accountable for our future here in Washington State?

That’s not surprising. For us, as Machinists, accountability is part of everything we do. When we make or install a part, we are accountable for doing it correctly, unless there’s an inspector signs off on a job, that’s their name on the line, and they are accountable. When our flight line mechanics at Joint Base Lewis-McChord reset a helicopter or when one at Whidbey Island Naval Air Station certifies a jet sale for flight, they are accountable if something goes wrong. We cannot succeed as aerospace workers unless we are willing to accept accountability.

As District President, I feel you have every right to hold me and our other union leaders accountable for how we do the jobs you elected us to do. Many of you didn’t come out to vote in the election for our union’s top International Officers. Whichever way you voted, I thank you for taking the time to get informed and vote.

The Town Hall meetings represent another opportunity to hold our local lodge and district representatives accountable. I’m at those meetings and so are most of the business reps, local lodge officers and staff. If you’ve got a question or a complaint, the Town Hall meetings represent a chance for you to share your thoughts with our attention. We are accountable to you.

As you can read elsewhere in this month’s AeroMechanic, we are extending that sense of accountability to include our elected officials and the aerospace industry leaders in our state.

Last November, Governor Inslee and our state’s Legislature rushed through an $8.7 billion tax incentive package to persuade Boeing to keep 777X tailfng and final assembly where it always belonged — in Everett. It was the biggest state tax incentive package in U.S. history, and the incentives are available to all aerospace companies in Washington state.

Our union supported the incentives. At the time it was something we as a state had to do, once Boeing decided it was going to shop the 777X around. But six months later, it’s clear there are some pretty significant problems with the 777X tax incentives.

Our leadership here at District 751 would like to see some wage requirements included in the tax incentive package. There are a lot of aerospace suppliers in our state that don’t pay a living wage. We know this from our efforts to organize unions at supplier companies, where too often the workers are relying on food banks to put meals on the table for their families.

I’m quite confident that the citizens of Washington State aren’t interested in giving away billions of dollars to subsidize poverty-wage jobs. This needs to be fixed.

I’m also confident that Washington voters aren’t pleased with the way Boeing is taking the tax incentive — and taking vital engineering jobs away from our state. The tax incentive package, in fact, pays Boeing to create those jobs in other states.

We’re paying Boeing to create those jobs in our state, not in Alabama, Missouri, South Carolina or California. This also needs to be fixed.

For those two reasons, we are going to insist that our elected officials in Olympia hold Boeing and its in-state suppliers accountable for the number and the quality of the jobs they create with our tax dollars. What exactly does that mean? I can’t say, but we’re going to work with our allies in labor and in the Legislature to come up with a common-sense plan to ensure the tax incentives do what they were supposed to do: create family-wage jobs here in Washington.

If our elected officials can’t do that, then we will hold them accountable as well, at the ballot box.

There’s someone else who needs to be held accountable when it comes to making our union and our industry better — and that’s all of us.

One message I tried to deliver during the Town Hall meetings was this: If you’re unhappy with the direction of our union, then change it. Get involved. Come to the meetings and speak out. Apply to become a steward. Get on a committee. Contribute. Don’t just sit back and let things happen to you, stand up and make things happen for the better.

In our union, the work gets done by the people like you. So we want a better union, each of us has to take responsibility and be accountable for doing our share to accomplish that.

For the end, this is really about all of us embracing accountability, and in the process, making things better for our union, our industry, our families and ourselves.

IAM 751 addresses Boeing cell phone/headset ban

District 751 members have brought forward concerns that Boeing’s new cell phone/headset policy is having a negative effect on our members who work at the company.

One of our specific concerns is removing from the workplace the use of protective gear while also helping you get through the day with music.

It is our intent that when changes in working conditions occur that we address them. Your leadership and the company continue to have discussions on specific items of this policy, relating to headsets and cell phones.

The union and company continue to be focused on improving workplace safety. It’s with that intent that we will continue discussions on the impact of this policy.

There is no way at this point to know how many changes will result from these discussions. But it is our goal to take forward the concerns of our members and try to have an impact on this policy that has been implemented by the company.

Congratulations on 8,000th 737 delivery

District 751 President Jon Holden congratulated all the Machinists who work on Boeing’s 737 for delivering the 8,000th 737 on April 16.

The 737 is the best-selling commercial jet in history.

Machinists now produce 42 737s a month, and Boeing has more than 3,794 confirmed orders for the 737.

As your District President, I feel that the hard work of Machinists is the direct result of the hard work of Machinists

Union members.

The 737 has the highest percentage of union-built parts of all of Boeing’s current models; fuselages are fabricated by Machinists Union members in Wichita, Kan., while Machinists in Auburn, Everett, Fredericksen and Portland, Ore., provide parts and components for the planes, which are assembled in Renton.

With “all that’s been going on lately, we tend to forget one important fact,” Holden said. “Our members are the most-skilled and productive aerospace workers in the world, and their skill and dedication makes it possible for Boeing to reach these kinds of milestones.”

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

Jon Holden
President, Directing Business Representative

Pat Bertucci
Vice President

Susan Palmer
Secretary-Treasurer

Clark Fromong
Seargent-at-Arms

Tommy Wilson
Heather Barstow
Don Morris
Ray Baumgardner
Richard Jackson
Brett Coty
D. Joe Crockett
Ron Bradley
Emerson Hamilton
Charles G. Craft
Steve Warren (Eastern WA)

Ernest McCartney
Richard McCabe
Jason Redrup
Wilson ‘Fergie’ Ferguson
Dan Swank

Union Business Representatives

Union Officers:
• 9125 15th P.O. Seattle; 206-763-1100
• 201 A. St. SW, Auburn: 253-833-5590
• 235 Barnest. N. Renton: 425-235-2577
• 8729 Airport Rd., Everett: 425-355-8821
• 4206 E. Mission, Spokane (509) 524-9690 or 1-800-763-1305
• Toll-free to Seattle from: Nationwide: 1-800-763-1301
• Tacoma 253-627-0682
• Postal: 1-800-763-1306
• Web site: www.iam751.org

751 AERO MECHANIC

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District 751 is pursuing legislation that would hold Washington’s aerospace companies accountable for creating middle-class jobs with the state tax incentives they received last winter.

“We as a state did not agree to $8.7 billion worth of tax breaks for these companies so that they could create minimum-wage manufacturing jobs, and move good-paying engineering jobs out of state,” said District 751 Legislative Director Larry Brown.

The union’s District Council on April 22 unanimously approved a motion calling on the Legislature to amend the tax breaks given to Boeing and the rest of the aerospace industry, to make the companies accountable.

District 751 and SPEEA plan to work together with the rest of Washington’s labor unions to draft legislation and get it introduced in Olympia in 2015, Brown said.

The April 22 motion didn’t include any specific proposals. But the general idea, Brown said, is that the state should set some minimum wage and employment standards that Boeing and other companies would have to meet in order to share in the tax handouts — similar to those other states have required of Boeing in the past.

“It’s the biggest corporate tax giveaway in U.S. history,” Brown said. “We think it’s fair that there should be a few strings attached.”

The legislation approved Gov. Jay Inslee’s proposed $8.7 billion tax incentive during a special session in November.

In return for getting the tax break, Boeing agreed to put wing fabrication and overall final assembly of the 777X in Washington State.

But nothing in the company’s deal with the Legislature requires it to maintain any specific number of workers here in the state, nor does it do anything to address the kinds of jobs that Boeing suppliers might create.

“We know that some non-aerospace suppliers pay their workers poverty wages,” Brown said. “Companies wouldn’t get public tax subsidies for creating minimum-wage jobs.”

Boeing’s recently announced decisions to ship some 2,000 engineering jobs out of state clearly violates the spirit of the tax incentive agreement, said District 751 President Jon Holden.

“The citizens of Washington are paying Boeing with tax dollars to create engineering jobs here, not in California or Missouri or South Carolina,” Holden said. “If that doesn’t violate the letter of the law, then we need to change the law.”

Brown said representatives from District 751 and SPEEA plan to meet with legislators in May to discuss the problems with the current law and potential solutions.

The unions are also drafting resolutions to the Martin Luther King County Labor Council and Washington State Labor Council, asking for their support and making it a top legislative priority for organized labor in 2015.

**Imaging Action**

Unions seek accountability for Boeing tax breaks

**SPEEA representatives Stan Sorcher and Chelsea Orveila (left) and IAM 751 Legislative Director Larry Brown talk with Washington State Labor Council President Jeff Johnson about potential legislation to hold Washington aerospace companies accountable for the way they use $8.7 billion in state tax breaks.**

Washington State could put nearly 78,000 people to work while also making strides to slow global warming and make local communities and companies more productive — if it could just get serious about repairing its aging roads, bridges and other infrastructure.

That was the message labor and environmental groups gave to elected officials during a round-table discussion April 23 at District 751’s Seattle Union Hall.

“There are a huge jobs potential, while cleaning up the environment and growing our tax base,” said Washington State Labor Council President Jeff Johnson.

“We can create tens of thousands of great, family-wage union jobs.”

A BlueGreen Alliance report released at the meeting said that would mean $9.5 billion.

There’s a need to invest $263 million a year for 20 years on sewer systems, which would mean 5,260 jobs.

There’s a need to invest $254 million a year for 20 years on transit projects, which would mean 9,180 jobs.

There’s a need to invest $97 million a year for 20 years on freight rail improvements, which would mean 1,930 jobs.

A one-time investment of $90 million to build a new power transmission line in eastern Washington would mean 1,170 jobs.

In all, the report identified ways to keep an estimated 77,900 people employed for five to 20 years, while also improving highways, safeguarding electrical systems and ensuring clean water.

The job totals include the number of people who would be directly employed to do the work, the number of people who would be put to work supplying materials and building equipment for the projects, and an estimate on the number of jobs that would be created indirectly, when those workers spend their paychecks in local communities.

**Alliance: Invest for better jobs, environment**

Congressman Denny Heck (head table, far right) speaks during a round-table discussion of the BlueGreen Alliance’s new “Repair Washington” report, which says the state could improve the environment while creating nearly 78,000 jobs by repairing its roads, bridges and other infrastructure.

The nation as a whole also needs to prepare for more-extreme weather that’s coming as a result of global warming, said David Foster, the national executive director of the BlueGreen Alliance.

When Hurricane Sandy hit New York City, for example, it knocked out key sections of the city’s subways, tunnels, ferries and bridges. That affected commuters for months.

In the process, infrastructure improve- ment projects could help reduce global warming, Foster said.

Some of the oldest natural gas pipe lines in America were buried during the Civil War. They leak, which puts methane gas into the atmosphere – and methane is one of the major greenhouse gases contributing to climate change, Foster said.

Replacing them with newer corrosion-resistant pipeline would create nearly 900 jobs, while also improving the environment, the report said. Continued on Page 8
It pays to be union...

IAM 751 wins $320,000 in back pay for members

Continued from Page 1

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May 2014

751 AERO MECHANIC

Machinists at JBLM win back pay and wage increases

Thirteen counselors who are first re-

sponders handling domestic violence is-

sues at Joint Base Lewis-McChord will

share in a multi-million-dollar wage-theft

settlement, thanks to the work of the Ma-

chinists Union.

In addition, the workers are set to re-

ceive raises of nearly $10 an hour under

new federal pay standards, which the

union pushed to establish.

The settlement and new pay standards

cover nearly 200 people nationwide who

work as victim advocates for defense con-

tractor Strategic Resources Inc., or

SRI. That includes 13 workers at JBLM

who are members of Machinists Union

District Lodge W-24, based in Portland.

“This group has a tremendous dedica-

tion to their mission,” said IAM Grand

Lodge Rep Wayne Thompson who is

based in Seattle. “They are on-call 24/7

and are placed in heart-breaking and

sometimes dangerous situations.”

The 13 counselors voted to join the

Machinists Union in 2012. Despite that,

SRI refused to recognize that the

union was now their bargaining agent

and refused to meet with union represen-

tatives.

Those actions spawned a National La-

bor Relations Board action, which is still

being fought.

During that process, Cummings and

District W-24 Business Rep Wayne

Thompson said they became aware of

pay practices that “just seemed wrong,

and potentially illegal.”

For example, the victim advocates –

all of them women – were not getting

overtime pay when they took late-night

calls to the JBLM crisis line, or when

they would go out to meet with domestic

violence victims at night to take them to

the hospital, or find shelter for them.

Cummings and Thompson helped the

Machinists advocates to file a federal wage

and hour complaint with the U.S. Depart-

ment of Labor, and urged the agency to

expand the investigation to all SRI con-

tracts with the U.S. Army nationwide.

In addition, IAM representatives con-

tacted the Department of the Army and

U.S. Sens. Patty Murray and Jon Tester

– members of the Senate Armed Forces

Committee – with concerns that SRI had

intentionally misclassified the victim ad-

vocates under Army pay standards. SRI

was paying the advocates $14.40 an hour

under those standards – called area wage

determinations -- but people doing the

same work for local governments or other

federal agencies are often paid twice that.

The two separate actions paid off. In

April, after an 18-month investigation,

the Labor Department announced it had

reached a settlement with SRI over the

wage-and-hour claim. All SRI employ-

ees nationwide are getting back pay, with

most of the workers to receive payments

between $10,000 and $15,000 each.

"With more than 200 employees in-

volved, the settlement will likely exceed

$2.5 million,” Cummings said.

"The new employer, AFSC, has been

very receptive and respectful to both the

workers and the union,” said Cummings.

"We’re making progress toward a collec-

tive bargaining agreement.”

Cummings said he and Thompson are

“really pleased that there is finally some

compensation for all the pain and abuse

these sisters went through.”

"The work they do is incredibly hard,

and incredibly important, he said. “They
don’t complain. They just go out and help

the families of our warriors who are in

tough situations. Our hearts went out to

them. We had to help.”

SPEEA wins $47 million ruling in case against Boeing

After a 13-year battle, 484 current and

former employees of the Boeing Co. are

receiving nearly $47 million in wages and

benefits that were denied because the aero-

space giant refused to recognize em-

ployees at Edwards Air Force Base and

in Palmdale, Calif., who were covered by

the SPEEA Professional and Technical

unit contracts.

"Boeing spent more than a decade and

countless dollars trying to break its con-

tracts with the SPEEA Professional and Tech-

nical collective bargaining agreement,

and therefore delivered a nice payout for

those affected."

Heldden agreed with the new interpre-

tation of progression, but argued that

the decision ignored anyone who had

gone through the same scenario prior to

August of 2011. Those people also should

have had their seniority progression

combined, he argued.

Heldden noted in the grievance if the

Union had been properly notified as (Boeing is required to do), we would have

bargained to include others in progression that fell into the same situation and should have had their wages

adjusted accordingly. After reviewing the facts and going through the grievance

procedure, Boeing agreed to do the right thing, perform an audit going back

five years to ensure other employees

in the same situation were paid for the

additional time they would have been at

the maximum pay rate.

“This shows the value of having a

Union so there is a procedure to challenge

Company decisions to ensure they are

applied fairly and equally to all impacted

members. The Union has always believed

that six years is more than enough time

for members to spend in progression,”

said Heldden. “I’m glad the audit was able

to resolve the issue and deliver the back

pay members had earned.”

Sowaiite Nhoung, who was on the

original grievance and received more than $12,000 in back pay noted, “I was

very happy and proud of the Union for

fighting for me and other members on

this issue. It took a long time to settle,

but came at a great time when my family

was short on money. It shows the value

of having a strong Union.”

District President Jon Holden shakes hands with Sowaiite Nhoung. Nhoung received more than $12,000 as part of the grievance settlement.

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Boeing attacks ‘unjustifiable’ Town Hall speaker says

Boeing is deliberately trying to divide its union into factions more interested in fighting each other than standing together to protect hard-won pay, benefits and rights at work, a long-time community and labor activist said.

“What Boeing did to you was absolutely and totally unjustifiable,” he said in Auburn, a few days after the company fired IAM District Lodge 160 Union member, and a union steward with a career that included appointments as a senior advisor to two Seattle mayors and a stint as Northwest regional representative for the U.S. Secretary of Labor.

“But before that, he was a Machinists Union member, and a union steward with IAM District Lodge 160. McDermott said that what Boeing did to force concessions on District 751 Machinists was an attack on all working people.

“What Boeing did to you was absolutely and totally unjustifiable,” he said in Auburn, a few days after the company reported quarterly profits of $956 million and a record 11.8 percent profit margin for its Commercial Airplanes division. “The idea that Boeing couldn’t afford to pay a defined benefit pension is bullish.

But what Boeing did, he said, was a tried and true strategy out of a playbook big companies have been using to fight unions since the 1880s. “Companies keep working on ‘How do we keep them divided so they keep fighting among each other and not fight against us?’” McDermott said.

“General Motors did it to the United Auto Workers back in the 1920s and 1930s. The company hired immigrants who spoke different languages, and also pitted white workers against African-Americans.

But during the Great Depression, when workers of all races and nationalities tried and true strategy out of a playbook big companies have been using to fight unions since the 1880s. “Companies keep working on ‘How do we keep them divided so they keep fighting among each other and not fight against us?’” McDermott said.

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“General Motors did it to the United Auto Workers back in the 1920s and 1930s. The company hired immigrants who spoke different languages, and also pitted white workers against African-Americans.
The Local F Unity Bowl on April 27 was rolling in the money bringing in more than $8,000 for the Machinists Non-Partisan Political League. MNPL is the political arm of the Machinists Union (since dues money is not spent for political candidates).

Nearly every bowler took home a prize. Trophies were given to the top two teams. The team of Rick Quintana, Paul Marcello, Paul Craig, Willis Roth and Nelson Apostle captured first place while second place went to the team of Tom Murphy, Mitchell Christian, John Klepadlo, Joe Richards and My Mai (see photo below left). Paul Marcello won men’s high game with an impressive 237 and high series with 657 while Joyce Wray took women’s high series with 409 and Evelyn McCaffrey won women’s high game with 162. Roy Wilkinson won the 50/50 drawing and took home over $100. ‘We Tried’ trophies also went to the team that had lots of fun while bringing in the lowest score.

Participants also got the chance to bowl a strike when their name was drawn and win $50 VISA cards. Thanks to Robley Evans, Paul Veltkamp and Mitchell Christian who organized the event and to all the sponsors and volunteers who ensured it was a day of fun.

Employees Community Fund – Together making a difference!

Every year, the Employees Community Fund of Boeing Puget Sound awards grants to local nonprofits that touch the lives of thousands of people in our communities and help those most in need. Last year, more than $9 million in grants were awarded in the Puget Sound region.

ECF provides a way for employees to combine their contributions for lasting impact. An employee can sign up for as little as $5 per paycheck. Our collective giving means we can feed a child, house a veteran, provide a safe shelter, comfort an isolated senior, counsel a teen or provide job-training skills for an individual. It takes so little from each of us to make a big difference collectively.

Within days of the Oso disaster, ECF donated $50,000 to the Cascade Valley Hospital Foundation to support emergency and long term recovery assistance for the Oso mudslide.

When thousands of employees each give a little, we build strong communities. Most people cannot buy a $50,000 wheelchair accessible van for a senior center on their own, but by combining our contributions through ECF’s pooled fund we are able to do that, and so much more.

It only takes a moment to sign up and you make a lasting difference in the lives of returning vets, homeless youth, vulnerable seniors and low-income children and families.

The contributions are managed by a board of trustees made up of four hourly and four salaried employees elected by the ECF donors, who carefully review grant requests and visit the agencies to ensure that sound funding decisions are being made. ECF funding helps agencies purchase equipment in 10 counties, for example:

- Vehicles to transport children to after-school programs
- Refrigerators, freezers and forklifts at medical equipment at clinics and ECF is one of the few funders in our region that provide these types of grants. It’s one of things that make ECF so meaningful to so many agencies.

Some employees may ask: why should I give to ECF? Why not just give directly to a nonprofit? Here are a few reasons why giving to ECF makes sense:

Combining Our Resources. We are 80,000 strong here in the Puget Sound region. With numbers like that, when we each give a just little, ECF is able to make significant investments in the community.

It’s Easy! Funds are automatically deducted from each paycheck and automatically show up at the end of the year on your W-2 form.

There’s No Overhead. The Boeing Company covers all administrative costs so 100% of every dollar employees contribute goes to the nonprofits in our communities.

Currently, only 17% of Boeing employees give to the fund.

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District 751 and its members have stepped up to help their friends and neighbors who were affected by the catastrophic March 22 mudslide in the community of Oso in Snohomish County.

"Virtually every one of our 1,400 union members who lives in Arlington and Darrington knows someone who was affected," said District President Jon Holden. "Unions are all about helping each other and helping our neighbors."

In April, the union’s District Council approved a $10,000 contribution to Oso recovery efforts.

Of that money, $2,500 was directed to the Snohomish County Red Cross, which had coordinated relief efforts for mudslide victims, and another $2,500 went to the Snohomish County United Way, which has established an Oso recovery fund.

The remaining $5,000 was sent to the IAM’s own Disaster Relief Fund, along with several hundred dollars that had been donated by District 751 members. The Disaster Relief Fund, which is administered by the union’s International headquarters, allocates money to aid the families of union members who have been directly affected by natural disasters.

Along with the donation, District 751 asked all other district and local lodges in the IAM to make contributions of their own to help the Oso survivors. The fund’s officers will decide how to allocate all the money that’s collected.

Gas cards

In addition to the official union contribution, District 751 helped out individually as well. Union volunteers collected more than $9,000 worth of Shell gas cards, which were distributed by the Darrington Fire Department to volunteers from the communities surrounding Oso who used their own vehicles, saws and heavy equipment to search through the mudslide debris.

At first, these volunteers were buying their fuel out of their own pockets, said Mark Mason, an Everett union steward who is also a Darrington Fire Department volunteer. They quickly ran through their savings.

That’s where the Machinists Union stepped in. The $9,000 worth of gas cards helped the Oso volunteers keep their equipment running until officials could reimburse them for the fuel costs.

Hot dogs

"Baby Duke" – 6-month-old Duke Suddarth – was one of the best-known survivors of the Oso slide. Millions of people have seen video of him being plucked by a helicopter from the wall of mud that destroyed his home and nearly took the lives of him and his mother, Amanda Skorjanc.

Continued on Page 8

5K race raises $30K for Rescue Mission

More than 300 runners – including roughly 50 District 751 Machinists – came out to Dacca Park in Fife on April 12 for the second annual Rescue Race: Vennie Murphy 5K.

The race raised more than $30,000 for The Rescue Mission in Tacoma.

"It was a great success," said Jann Sonntag, a spokeswoman for the mission. "We want a really first-class event for Ven- nie. We certainly achieved that on Satur- day."

The race is named for Vennie Murphy, a Machinists Union member and retired Boeing worker who has volunteered in the mission’s kitchen in Tacoma, serving meals to homeless people, for nearly 20 years.

District 751’s MVP Committee co-sponsored the race, provided volunteers on race day and helped collect sponsorships. Boeing employees who completed the 5K can go online at work to secure an additional $100 donation from Boeing to the mission. Here’s how:

Go to TotalAccess, click on “My Community Giving” and select “Gift Match” from the bullet list. Then, under “Request a Gift Match,” select “New Walk Match Request.” In the Organization search criteria field, enter “Tacoma Rescue Mission,” and in the state search field click “Search.”

That will give you a list of search results. From that list, click on the link for the Rescue Mission, fill out all the required fields, then select “I Confirm.”

Then click “Save” and “Proceed.” After one last review of your information, click “Submit.”

751 volunteers helped set up the event and the course, as well as handed out union information. More than 300 runners came out to Dacca Park in Fife on April 12 for the Rescue Race: Vennie Murphy 5K, the Rescue Mission, fill out all the required fields, then select “I Confirm.”

Then click “Save” and “Proceed.” After one last review of your information, click “Submit.”

The Salvation Army is asking for donations of:

- High-fiber, low-sugar cereal;
- Canned tuna or salmon (preferably packed in water);
- 100 percent fruit or vegetable juices;
- Canned or dried beans (kidney, black or navy);
- Canned vegetables;
- Peanut butter in 15 ounce or 18 ounce jars;
- Canned fruit;
- Pasta;
- Canned tomatoes, or
- Canned soup.

The Salvation Army further asks that donated food be packaged in non-glass containers.
More Dogs fundraisers set for this summer

More Guide Dogs of America fundraiser is planned for the coming months.

District 751 is the top fundraiser for Guide Dogs of America, the California-based charity that provides service dogs and training in their use free of charge to people who are blind or have impaired vision from across the United States and Canada.

“Those are fun events that raise essential funds for a charity that makes a huge difference in the lives of the people it touches,” said District President Jon Holden. “I hope everyone goes out this year.”

Flight for Sight fun run

The 13th annual Flight for Sight fun run will be June 7 at the Boeing Everett Activity Center, 6098 36th Ave. W. Registration will be from 7:30 to 9 a.m., with racing to start at 9:30 a.m.

The event includes chip-timed 5K and 10K runs over courses that are certified by USA Track & Field. There also is a one-mile non-competitive walk.

Advance registration is $30, and registration forms – and runners’ pledge forms – are available online at www.FlightForSight.com. Race-day registration is $35.

All registered participants will get a t-shirt.

Boeing employees who complete the 5K can go online at TotalAccess and secure another $100 donation from Boeing to Guide Dogs.

The annual fun run is sponsored by the District 751 Women’s Committee, which has raised more than $1 million over the past five years.

“When we get this level of support, we can make a huge difference in the lives of the people it touches,” said Women’s Committee Chairwoman Grace Holland.

Puppy Putt 12

The 12th annual Puppy Putt charity motorcycle ride will be July 12 at locations around Puget Sound.

This year, riders will leave between 8 and 10 a.m. on July 12, from Sound Harley-Davidson at 16212 Smokey Point Blvd. in Marysville and from Northwest Harley-Davidson at 8000 Freedom Lane in Lacey.

The separate groups will meet at District 751’s Seattle Union Hall – 9135 15th Place S. – for an afternoon of motorcycle-themed food, music and fun.

“I’d love to see that many runners out again this year,” said Women’s Committee Chairwoman Grace Holland.

Putt Sound Harley-Davidson dealers are primary sponsors, but Puppy Putt is open to motorcycles of all makes and models, said Terri Myette, who is chairman of the organizing committee.

“It’s an all-breed event,” she said.

Advanced registration is $15 for a rider and $5 for passengers. Registration will cost $20 on the day of the ride. Registration forms are available at all District 751 union halls in Puget Sound or online at www.PuppyPutt.com.

“Tuesdays are open to all at District 751 union halls around Puget Sound. They’re good for entry on any one day of the event. Children under 6 get in free. Racing starts at noon on Aug. 15 and 9 a.m. on Aug. 16-17.”

Machinist Union members taking part will need to register. For more information, go online at www.Putt.com or call the Renton Union Hall at (425) 235-3777.

Dog Days drag racing

Machinists Union District 751 is teaming up once again with Pacific Raceways in Kent for a joint charity fundraiser.

The union is selling discount $5 tickets for drag racing on Aug. 15-17 at the track, which is at 31001 144th Ave. SE.

All proceeds from the union ticket sales will go to Guide Dogs of America.

The tickets are on sale at all District 751 union halls around Puget Sound. They’re good for entry on any one day of the event.

Children under 6 get in free. Racing starts at noon on Aug. 15 and 9 a.m. on Aug. 16-17.

“A lot of Machinists Union members come out to race at this event, and with the help of the folks at Pacific Raceways, we have a whole lot of fun raising money for a great cause,” said event chairman Robley Evans.

Results from International election expected May 10

Machinists Union members belonging to local lodges across the United States and Canada concluded voting for top of-the-year leadership this week.

According to District 751 Business Rep Robley Evans, the counting of all ballots is set to begin on May 7 at IAM Headquarters in Upper Marlboro, Md. Ofﬁ ces up for election include International President, General Vice Presidents, District Lodge Secretaries-Treasurers and in the United Machinists & Aerospace Workers at their four regional councils.

Voters from District 751’s seven local lodges conducted preliminary ballot counts in April, as did volunteers at all other IAM local lodges.

The final tabulation of ballots from every local lodge vote will be performed under the direct supervision of U.S. Department of Labor representatives. Observers for candidates, chosen in accordance with the IAM Constitution, will be allowed to watch the counting and tabulation of ballots.

“The counting and tabulation of all votes is expected to take several days, and preliminary results could be available by May 10. Preliminary results will be announced by the IAM but are subject to final certiﬁ cation by the Department of Labor.”

Oso Strong: Machinists help community

Continued from Page 7

Baby Duke is the grandson of Tony Skorjanc, an Everett flight line mechanic and Machinists Union member.

When his crew found out what had happened to Skorjanc’s family, they decided to help out. Steward Chip Thom organized a hot dog feed, which raised more than $6,600 for the Skorjanc family on March 28.

The event attracted Boeing employees from all over the Everett site.

Holden said he was “real proud of the way our community and our members came together to support the people of Oso. It’s the only positive thing to come out of this tragedy.”

Above: Last year’s Flight for Sight fun run drew nearly 200 runners to the Boeing Everett Activity Center. (Right) District 751 is the top fundraiser for Guide Dogs of America, having raised nearly $1.5 million over the past five years.

IAM 751 OK with $15 for Seattle compromise plan

Continued from Page 3

of shop-floor workers at Boeing and other companies – had announced its support for the $15 minimum wage change.

“For the reasoning was simple, Brown said. “Clearly, we all do better when we all do better.”

District 751 also wanted to bring attention to the fact that many Washington aerospace workers who work for non-union Boeing suppliers are also trapped in jobs paying well below $15 an hour.

“There are far too many people, working at proﬁtable businesses in our communities, who are paid poverty wages.”

That includes some workers at Boeing, he added. Starting pay for more than $200,000 at the company is below $15 an hour.

In late April, as Seattle Mayor Ed Murray’s Income Inequality Committee talks bogged down, District 751 announced it was ready to support those calling for an immediate jump to $15 an hour, and would support a public vote on the issue, should the committee fail to reach an acceptable compromise.

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“No one working in a full-time job should have to live in poverty,” Brown said. “Our union stands in solidarity with low-wage workers and their struggle for decent wages.”

Alliance: Invest for better jobs, environment

Continued from Page 3

Income inequality and global climate change are two of the biggest issues facing our state and nation right now, Johnson said. Taking on the infrastructure projects outlined in the Repair Washington report can help solve both.

“Solutions like this will protect our environment and communities,” he said. “And if we do it right, we’ll create good jobs and economic growth in manufacturing and across all sectors of the country.”

NW labor historians to focus on miners

The role labor unions played in British Columbia’s mining industry will be the topic of the Pacific Northwest Labor History Association’s annual conference.


District 751 is a supporter of the association. Retired Club Treasurer Tom Lux is one of its vice presidents, and IAM 751 members Chris Louie, Dave Swan and Thong Trang are trustees.

Workshops at the conference will focus on union activism in the mining industry, mining history and the relevance of their struggles today.

This year’s conference coincides with the Miners Memorial Day observation in Cumbrit. Some 205 miners died working the coal mines in the Vancouver Island community between 1888 and 1966, when the last mine closed.

For more information about both the association and the conference, go online at pulpia.wordpress.com.
The meeting was called to order by President Jackie Boschok. John Guevarra led the attendees in a prayer which was followed by the flag salute and the singing of God Bless America.

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Beware of IRS phone scam

A fast-moving phone scam is targeting taxpayers by making phone calls claiming to be IRS agents and demanding payment for taxes owed, and often:

- Know the last four digits of the victim’s Social Security number.
- Make caller ID appear as if the IRS is calling.
- Send follow-up bogus IRS emails to support their claim.
- Call a second time claiming to be the police or DMV, and caller ID again supports their claim.

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AD RULES
Each single ad must be 25 words or fewer. Ad placement is determined by the amount of text used. 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 advertising. Include information required on first blank.

Deadline For Next Issue May 22nd

LOWRY "MAGIC GENIE" ORGAN. Console, lift, flip benches, bls, keyboard, temposwitches, Leslie speakers. Sacrifice due to moving. Mint and beautiful. Cost over $4500. Must see to appreciate $200. 425-255-7963
LARGE DOG HOUSE. Removable top. Like new. $40. 425-255-7963
PROFESSIONAL OSTER TURBO A5 clipper for pet grooming $10 and 540 blades with cutting attachments, perfect condition. $125. Valued at $190. Ask for Jim. 425-255-7963
CLEAN PLASTIC CONTAINERS, 20-80 oz containers with lids, peanut butter size, 25 cents each. 25 round plastic ice cream buckets, lids clean, 4 square 25 cent. 253-852-6809
GARDEN TILLER, Sears Craftsman, 6.5 hp engine, runs well, be patient. $40. 206-747-1275
2-INCH BATHROOM VANITY, complete with sink, gold faucets, drawers, space saver. Almost new. $50. Call 425-255-7963
HAULING GROCERIES, garden supplies, laundry, etc is easy w/this sturdy wheeled cart. Folds for storage, new $12. 205-474-1213
2 CEMETERY PLOTS. Washington Memorial Park on a hilltop with shade trees. $3,500 each. Ask for Jim. 425-255-7963
RASCAL POWCHAIR, cost over $4,000, sell for $2,000. Red, 400 lbs capacity, less than 25 miles. Like new. 253-255-7963

MISCELLANEOUS
MURRAY RIDING MOWER, 10 hp, 30 inch deck. $500. Ask for Jim. 425-255-7963
1997 JAQUAR XJR supercharged straight 6. 370hp, automatic, 48,000 miles, mint condition. $8900. 253-471-0272
CENTURY PORTABLE GENERATOR, 3250 watt model 006104-0 manual recoil, new, still in box, black, $50. 425-255-0899
OLD FARMERS PEDAL OPERATED STONE. Stone is 2 x 20" dia. Excellent condition. Metal riding frame is 29" high x 30" long, vintage rusty. $50. 206-747-0899
4 BLADES, INCREDIBLE QUALITY, NEW. $10-$30. 425-255-0899
JIM BEAM BOTTLES, some new, opened $10-$35. 425-255-7963

godfather had $10-$35. 425-255-7963

FARM EQUIPMENT, 1-1/2" discharge pipe. $1. 253-538-7966 (office). 253-722-4149 (cell)

FIELD MOWING, ROTOTILLING, driveway grading and peeling. Reasonable rate. 206-373-6945 or 425-413-2630

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Continued from page 9

At Boeing, we can learn how to maximize their retirement benefits at retirement planning workshops. See below for times and locations.

Learn about your VIP options, how to maximize your retirement benefits, what tax-deferred accounts are, and how to avoid estate planning. However, the fact is that, no matter what your age or how much you've accumulated, you need an estate plan. Without a proper estate plan, your loved ones and your assets — both during your lifetime and after your death. Having an effective estate plan is one of the most important things you can do for yourself.

The first step in the planning process is to create a comprehensive net worth statement showing all of your assets, including taxable accounts, tax-deferred accounts (IRAs, annuities, retirement plans) and life insurance investments.

Being organized may make your meeting with your attorney more productive and expedite the planning process. But before visiting with your legal counsel, you need a basic understanding of the following:

1. Power of attorney. A power of attorney is a legal document in which you name another person to act on your behalf. This person is called your agent or attorney-in-fact. You can give your appointed agent broad or limited management powers. You should choose this person carefully because he or she will generally be able to sell, invest and spend your assets.

2. Durable power of attorney. A power of attorney cannot take effect until you die, it cannot avoid estate planning. However, the fact is that, no matter what your age or how much you've accumulated, you need an estate plan. Without a proper estate plan, your loved ones and your assets — both during your lifetime and after your death. Having an effective estate plan is one of the most important things you can do for yourself.

3. Health care power of attorney. A power of attorney for health care authorizes someone to make medical decisions for you in the event you are incapacitated. Other estate planning documents, discussed below, become effective if you should become incapacitated.

4. Living will. A living will is a legal document in which you name another person to act on your behalf. This person is called your agent or attorney-in-fact. You can give your appointed agent broad or limited management powers. You should choose this person carefully because he or she will generally be able to sell, invest and spend your assets.

5. Revocable living trust. A revocable trust is a trust that you are able to revoke (also known as an “executor”) to distribute your assets. If you have minor children, you can designate a guardian for them.

A traditional power of attorney for health care terminates upon your disability or death. However, a durable power of attorney will continue during incapacity to provide for management of your assets if you become incapacitated.

Other estate planning documents, discussed below, become effective if you should become incapacitated.

A durable power of attorney authorizes someone to make medical decisions for you in the event you are incapacitated. Other estate planning documents, discussed below, become effective if you should become incapacitated.

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A trust is a legal entity that you, a family member or a corporate trustee manages the trust assets.

You can change a revocable trust’s provisions at any time during your life. If you act as your own trustee, you continue to manage your investments and financial affairs. In this case, your account might be titled “(Your Name), Trustee of the (Your Name) Revocable Living Trust Dated (Date).” Because this legal entity exists beyond your death, property titled in the trust does not need to pass through probate.

Once you have executed the appropriate documents for your planning needs, you should review them periodically to ensure they remain up-to-date given any significant changes (births, deaths, divorces, etc.) in your situation. While having these documents is important, there’s more to the estate planning process. For example, you may need to deal with possible estate-tax issues, as well as coordinate primary and contingent beneficiary designations on your IRA, employer-sponsored retirement plan [such as a 401(k) or 403(b) plan], annuity contracts and life insurance policies as part of your overall estate planning strategy.

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This article was written by Wells Fargo Advisors and provided courtesy of Scott Wealth Management Group in Portland, OR at 1-800-923-6399/www.scottwealthmg.com.

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April retired club minutes

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Jackie announced that the Executive Board made a motion which was N/P to create an entertainment budget of $25 per month to compensate Mike Keller who does such a great job of calling bingo.

Lastly, Jackie invited everyone to attend the Strategic Planning meetings that are being held the first Monday of each month at 9 a.m. in the Conference Room 1. We have other committees we’d like to get started and lots more ideas for the future.

We hope to see more of you there.

Discussion took place on increasing visibility of the Retiree Club, which included creating a Facebook page and linking it to the District 751 web site. Another suggestion was to create an email list to send out information about special events.

Jackie Boschok then introduced the new District 751 President, Jon Holden. Jon Holden thanked everyone and said he appreciated everything the retirees have done to build our union. He hopes members can learn from our retirees regarding what you did in the past to encourage members to get involved.

He spoke about the upcoming Town Hall meetings and encouraged retirees to attend and give input. Discussion took place on ways to publicize labor’s message including TV ads.

T.J. Seibert said he thought the new e-news emails are a good idea. Jon said we are trying to reach out in multiple forms and channels.

Good & Welfare:

John Guerrieri talked about ALEC (American Legislative Exchange Council), which is our enemy and are in the business of downgrading middle class America and the unions and the help that get them there.

John then read the four freedoms President Franklin Roosevelt spoke about in 1941.

Freedom of speech and expression
Freedom of worship
Freedom from want
Freedom from fear

Jackie mentioned that unions fall under the freedom of association.

Carl Schwartz said government services such as roads are non-profit but ALEC is for profit industries.

Privatization is focused on the idea of taking non-profit agencies and changing them to for profit. He gave an illustration of the Boeing pension. They will let you unload companies administer the pensions with a cut of 30% off the top.

Old/New Business: None

Birthday and Anniversaries:

Birthday: Jackie Boschok, George Braun, Jim Hutchins, Helen Mah and Aurelia Turner. The Club sang happy birthday to them. No Anniversaries.

Adjournment: The meeting adjourned at 11:45 a.m.
Machinists help deliver ground water throughout region with new project

Machinists Union members working at the East Columbia Basin Irrigation District are busy implementing the Odessa Groundwater Replacement Program.

This project will provide surface water to roughly 88,000 acres of land currently dependent on deep water wells that draw from the Odessa aquifer. Aquifers in the Odessa area are declining. Groundwater has been depleted to an extent that water must be pumped from wells as deep as 2,400 feet. Water pumped from such depths is hot and has high sodium concentrations. It also requires a great deal of electricity to pump it to the surface. Even deeper wells will be required as the aquifers further decline.

To address these issues, the Odessa Groundwater Replacement Program was crafted. It requires the irrigation district to develop and build a delivery system to get the surface water from the canal to the farmlands – to accomplish that they turned to our members. Water must be delivered from the Columbia River by way of Banks Lake.

Replacing groundwater withdrawals with a surface water source will ease the burden on the aquifers. Without the Groundwater Replacement Program, it’s estimated that as much as an annual $840 million and 3,600 jobs will be lost when the aquifers decline to a point at which they are no longer usable.

This project will have a huge impact on the agriculture industry in the region and has not only kept long-time Machinist Union members busy, but added additional workers on the project. The Washington State Department of Ecology (DOE) provided substantial funding over the last decade for the required studies, analysis and permitting required to implement the project. The state legislature through the DOE provided roughly $31 million for early actions on the project.

The first phase of the project, includes widening a 45-mile stretch of the canal. Most cannot envision what an enormous task that is, but consider the canal is wider than a two-lane road and dwarfs the tremendous heavy earth equipment excavators and dump trucks. The canal is as deep as a 3-story building so widening a 45-mile stretch is a huge undertaking. Modification of bridges and other infrastructures must also occur throughout the 45-mile stretch.

In addition, a second barrel will be added to all five of the canal’s existing siphons in order to prepare the canal to carry the additional water. Ultimately, new pumping stations and pressurized pipelines will be installed to deliver groundwater replacement irrigation water to eligible landowners in the Odessa Subarea.

Machinist Union members are up for the task and excited to be a part of a project that will have such a far reaching and long-term affect on the region.

Training for Triumph stewards

Union Stewards working at Triumph Composites Systems in Spokane recently attended a full day of advanced steward training. While the training was a refresher for many of the Stewards, it motivated new steward Don Munter to tackle the issues he faces on the shop floor armed with facts and information.

“Having veteran stewards attend, as well as new stewards, there is more interaction, discussion and common sense approaches on how contract language is applied on the shop floor. “Having the senior stewards attend is very helpful to the newer stewards. They benefit from the tremendous knowledge and experience of our more seasoned stewards,” said Business Rep Steve Warren.

Training covered topics such as Weingarten rights, new member introduction, Triumph contract review, District 751 steward policy, union meetings, organizing, MNPL, Guide Dogs of America and related activities.

Stewards shared their most common questions and responses with the newer stewards, as well as discussed current issues on the shop floor.