

DISTRICT 751 AERO MECHANIC

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Town Halls Prompt Candid Discussion and Call for Unity

From Auburn to Everett members came to our Union halls for our first in-person town hall meetings in nearly two years. The meetings are working to build strength and solidarity for the 2024 contract negotiations with Boeing. At the town halls, members were encouraged to speak freely and bring up any issues they are experiencing, items they want addressed in negotiations and ask questions of Union leaders.

These meetings are part of the open and transparent leadership implemented since District 751 President Jon Holden was elected in March 2014. Town halls invite members to speak up on any topic that is on their mind.

The meetings began by introducing Local Lodge President and Recording Secretaries from Locals 751-A, 751-C, 751-E and 751-F since we have only had lodge meetings on Zoom since March 2020. Leaders encouraged members to get more active in their union...

...as we often say, our Union is ran by those who show up.

District President Jon Holden then presented information on our history regarding past strikes

and negotiations, battles we have fought, threats Boeing has made in the past in regard to new airplane programs, moving work or trying to force concessions. Holden also emphasized how membership unity and solidarity played a key role in our success in past contract negotiations.

(This month and next month of the *Aero Mechanic* will feature a condensed version of the history, see page 6-7. This month 1948 – 1995. The July *Aero Mechanic* will feature history from 1997-present).

Discussion took place on how to get members engaged, how to increase union visibility on the shop floor, and current issues that are impacting our

members. Union leaders reported we will have new union t-shirts available later this year for increased visibility and noted that new hires currently get a union t-shirt at our union orientation, as well as a briefing of contractual benefits and our negotiation history.

Members were vocal in expressing areas of the contract that need improvement or simply Boeing policies that need to be corrected. Members spoke passionately and showed their frustration over many issues related to Boeing in general.

Members brought forward many issues important to them. We talked about wages and the fact we have been in a long, ten year agreement that stagnates wages at the top, limiting increases to maximum rates. Inflation was brought up several times and the impact it has had on our spending power for goods and services. The impact of which are felt by all members at all



District 751 President Jon Holden presented the history of our contracts and strikes before opening the floor to the members at town hall meetings.



Grievance Coordinator Dan Swank (l) explains a contract provision at one of the Renton town halls.



Members attending one of the three town halls in Renton.

levels of progression.

Retirement Security was an issue brought forward at each town hall meeting. We plan to schedule a set of future meetings dedicated to retirement security and the options we can propose in bargaining. One thing is for sure, our members want to make substantial improvements in this area.

Also mentioned multiple times was the impact of lateral transfers, long term loans between sites in Puget Sound and the process for getting back to a preferred work location.

Overall, members appreciated the open

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Business Rep Paul Schubert (r) talking with members in Everett.

Stewards Help Members Correct Pay and Progression Issues

Every IAM member at Boeing who has been recalled from layoff should take a few minutes to go into WorkLife and ensure their pay is accurate (including

progression steps, shift differential, etc). Stewards from Everett to Frederickson have reported helping members returning from layoff ensure they are receiving the

correct pay and progression after recall.

Section 6.2(d)(1) of our contract states upon recall any members who received less than the maximum rate at layoff will return at the rate of pay they were receiving at layoff plus any cost-of-living adjustment in effect at the time of layoff. While our contract language is clear, unfortunately, that is not happening in many instances. It is important to verify your pay and also that your progression step or other pay (team lead, shift differential, temp upgrade) is correct, see instructions in blue box right.

“As a Steward, I have helped get pay corrected for more than 10 members who were recalled. Don’t assume payroll will get your pay correct. No one will care

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Business Rep Paul Veltkamp (l) and Steward Jake Stadler discuss pay issues recalled members experienced that Stewards helped get corrected: Pay rate, progression steps and shift differential to name a few. See box right side for how to verify.



Steps to verify your pay is correct through WorkLife by making a Payroll History Request:

- Access Worklife
- Select “My Paycheck” from the Quick access options.
- Select “Request or Display Payroll History”
- Select “Create A New Payroll History Request.” On this screen enter your date range for the report you would like to create along with the required fields and select “Submit.” Once requested report takes up to 24 hours to generate & will be available for 7 days.



Remembering a True Fighting Machinist

District 751 pays tribute to Brother Rich McCabe

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Honoring Excellence

Johlesa Orm, daughter of 751 member, received the prestigious IAM Scholarship

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REPORT FROM THE PRESIDENT

Membership Unity Is Key to Battles Yesterday and Today

By JON HOLDEN
IAM 751 District President

In May, we held nine town hall meetings at three different locations, which provided us essential two-way dialogue between union leaders and our members.

Hearing candidly from our members ensures we have a better understanding of what issues are currently in the forefront for our members. This was our first large in-person meetings since COVID while they weren't standing room only, it was a respectable size.

We heard great feedback from learning about the history of past contract battles. We looked at contracts that both resulted in a strike and contracts that were ratified to discuss the impacts of each. There are pivotal contracts our members from previous generations went through that still impact our membership today.

Members were candid, and we were open, transparent and talked our successes and where we had setbacks. It is important to evaluate our history in that way to ensure we focus on tactics that bring success for our members and avoid the pitfalls that lead to less leverage and less favorable outcomes.

It was good to see that members felt free to discuss any topic on their mind, offer suggestions and criticism, and ask for more union visibility. Members spoke passionately and at times were angry. I



appreciated them showing this passion because it is the spirit of the Fighting Machinists that helps us through these battles and that spirit is alive and well.

It was clear that frustration is growing on the shop floor because of current management decisions, and how these decisions are often short-sighted and fail to consider the impact it will have on our workforce or how management often fails to consider common sense solutions we offer.

We spent time talking about how to solve many of the issues members brought forward at the bargaining table in 2024. We also discussed the way to achieve success at the bargaining table is through solidarity; the ultimate power workers have to confront their employer. That is what has worked throughout our history and the same is true today.

With the current inflation and being in a long ten-year contract that stagnates wages, it is no wonder members are frustrated about wages, paid time off and much more.

While none of our past strikes were about wages – we heard loud and clear at the town halls and in our recent survey, members are looking to make up ground they have lost. I am sure we will be talking more about this as we get closer to contract expiration in Sept. 2024.

At the town halls, we pointed out that a majority of members working at

Boeing today were not here in 2008 when we had the last traditional bargaining cycle. The good news is we are currently a little less than two and a half years from expiration so it's time to start building unity and town halls were a good start. In recounting 751's history with Boeing, what was clear is that every single victory or contract clause we have obtained had a direct correlation to the solidarity of our members. Everything in our 304 page contract was the result of members standing together and supporting the issues of other members.

In our 87 year history, members have voted to go on strike at Boeing 7 times – each time it was triggered because Boeing was pushing for concessions of things we had secured in early bargaining. We are going to publish a condensed version of the history presented at the town halls in this and the July *Aero Mechanic* (pages 6-7). It gives good historical context of the threats our members face and the alignment of some elected officials weighing in on behalf of the employer in an effort to sway the general public to try to persuade our members to consider accepting less than you deserve. It is a tactic to be aware of and recognize it when it starts – whether that is placement of a new airplane program or another issue Boeing tries to leverage over our members. Knowing the history helps better prepare for the future. Start talking issues at lunch, in crew meetings and building unity now. We will continue to

educate you on our past battles so we are stronger going forward. Take part in our local lodge meetings that are on Zoom because the more involved our members are, the stronger we are!

At the town halls, we had a balance of members who were hired after the last round of traditional bargaining in 2008 and members who had experienced multiple strikes during their tenure.

As we researched and prepared for this round of membership town hall meetings, one thing was clear, the power of IAM 751 is in the hands of the membership. When we stick together and care about improvements for everyone, we are impossible to beat.

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

Jon Holden

*President, Directing
Business Representative*

Matt Hardy

Vice President

Richard Jackson

Secretary-Treasurer

Mike Hill

Sergeant-at-Arms

Steve Warren (Eastern WA)

Dan Swank

Paul Schubert

Spencer Burris

Rod Sigvartson

Paul Veltkamp

Garth Luark

Patrick Bertucci

Christine Fullerton

Robley A. Evans

John Lopez Jr.

André Trahan

Greg Campos

Shane Van Pelt

Carolyn Romeo

Union Business Representatives

Union Offices:

- 9125 15th Pl S, Seattle; 206-763-1300
 - 201 A St. SW, Auburn; 253-833-5590
 - 233 Burnett N., Renton; 425-235-3777
 - 8729 Airport Rd, Everett; 425-355-8821
 - 4226 E. Mission, Spokane (509) 534-9690 or 1-800-763-1305
- Toll-free to Seattle from:
Nationwide 1-800-763-1301
Hotline: 1-800-763-1310
Web site: www.iam751.org

More Inspections Getting Reinstated

Thanks to efforts from our IAM Verification Optimization (VO) Reps, working in conjunction with the FAA, Boeing continues to reinstate inspections on airplane programs throughout Puget Sound. Due to the diligence and hard work of these dedicated union members over the past three years, inspections on some programs are returned to or are above the levels before Boeing launched their VO Program in late 2018.

Our IAM VO Reps are Quality Assurance experts from within our membership serving in this full-time position as a result of our Union demanding to bargain the effects of Boeing's Verification Optimization program. Initially as Boeing implemented their VO plan, we had eight IAM VO reps. For the past year, we have had just two VO Reps and at the end of May, Dave Bryant is retiring so the fight will continue in the capable hands of IAM VO Rep Lloyd Catlin (who is also our Local F President).

We want to thank all of our IAM VO

Reps for their hard work to preserve the integrity of the build process and ensure a second set of eyes remains.

"If our Union hadn't raised our concerns and worked to identify the impacts of this faulty strategy, Boeing may not have addressed this issue or reinstated inspections. Since Boeing announced the VO program, our goal has been to ensure quality is built into every airplane and necessary inspections remain a part of the build process. Redundancies are key to airplane production," said IAM District 751 President Jon Holden. "We understand this is a long battle, which we will continue to fight to ensure the quality of our manufacturing process and the



IAM VO Reps Dave Bryant (l) and Lloyd Catlin (r) talk with QA Inspector Kim Dove about the importance of reinstating inspections throughout the production process.

airplanes we build. Because our members have union representation, they can share their concerns, including pertinent data from their work area, with our VO reps without fear of losing their job."

Being able to voice concerns, speak freely and have an advocate to bring issues forward is yet another benefit of union membership for both our members and the airline customers, who count on Boeing quality to remain a standard of excellence.

Town Halls Prompt Candid Discussion and Call for Unity

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discussion and wanted to see more members engaged so that our halls were full. We are scheduling a virtual town hall meeting on Zoom to give members the option of participating remotely. The online town halls will be held June 15th at 11 a.m. and 3:30 p.m. Visit iam751.org for links to register.

Reminder: Local Lodge meetings continue on Zoom – making it easy for members to participate from anywhere. Visit www.iam751.org and virtual board for QR codes or links to take part in the Zoom meetings.



District Secretary-Treasurer Richard Jackson (r) talks with a member in Everett.

Members left understanding our history, the need for involvement and solidarity to have success so members can get the pay and benefits they deserve in the next round of bargaining with Boeing in 2024.

COLA Generates 49¢

Effective June 10th, 2022, a 49¢ cost-of-living adjustment (COLA) will be added to the hourly wage rate for IAM members at Boeing. The 49¢ was generated for the quarter February, March and April 2022.

COLA is generated quarterly under the IAM contract and is based on the federal government's Consumer Price Index.

751 AERO MECHANIC

Connie Kelliher, Editor

Member of The Newspaper Guild,
CWA #37082

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Richard McCabe: Passionate About Helping Others

May 25th was an emotional day for the fighting machinists as we honored one of our own who was taken far too young. St. Bernadette's in Burien was filled as hundreds turned out to honor and remember Rich McCabe. The sudden passing of Business Rep Rich McCabe left a hole and shoes that won't easily be filled, as many of us are still grappling to deal with the loss of one of our finest at the young age of 52. Rich was truly one of a kind, larger than life, cared passionately about helping our members and his community. His wife and children shared his strong beliefs and participated in many Union and community service events.



Rich McCabe

Rich joined our Union in January 1997 when he hired into the Boeing Company and almost immediately became active in our Union, serving many years as a vocal Union Steward who continually battled Boeing to enforce the contract. Rich held various leadership positions in Local A and worked his way up to Recording Secretary, as well as serving many years as a District Council Delegate and serving on various committees including Machinists Volunteer Program, Legislative Committee, a picket captain in 2005 and 2008 strikes and more.

Rich also served as a work transfer rep in Renton fighting to stop Boeing from offloading our jobs. He became a Business Rep in February 2012 initially covering locations at the Everett site before he transferred to the Renton hall and his current assignment.



Rich McCabe with daughter Ashley at the 2012 Toy N Joy distribution.

Rich developed strong relationships with many Stewards and members, as not just their Union Rep but also their close friend. It is that rare combination that made him so special to so many and he was a fighting machinist to the very end.

Rich brightened every room he entered and always had a strong presence on the shop floor with an empowering voice you could easily distinguish over the loudest of industrial shop noise. He continually reminded stewards and members "the power is on the floor" and that "unity is our only true power." Rich's integrity echoed whenever he spoke. He loved his family, his union, his community, and his church.

Rich was a big-hearted person who always gave his all and passionately fought for our members every day. If you had the pleasure of knowing him, he was proud to come from the 737 wingline and would have told you it was the mighty, mighty wingline (and he would correct you if you only said the mighty wingline).

When he appointed Stewards, he impressed upon them that being a Steward or Union Leader is a calling to serve our brothers and sisters, and we can't stay quiet when we see something is wrong. It was a powerful message to so many others



Celebrating a victory with second shift Stewards in the mighty, mighty wingline: L to R: Vinh Lien, Dan Ponce, Jon Voss and Business Rep Rich McCabe.

and the way he lived his life.

But his mission to serve wasn't limited to our Union. Rich was also very active in the community – serving many years on the board for the White Center Salvation Army giving back to the community and recruiting many of our members to help out with back-to-school shopping, toy-n-joy, bell ringing and much more. He volunteered many weekends to build wheelchair ramps, sort food at Northwest Harvest and so much more. He loved taking part in community service projects as much as he loved union events.



Taking part in the 2007 Enough is Enough rally in Washington DC to expand worker rights.

Rich was proud of the community he came from – White Center, and his involvement in his church.

If there was a fundraiser going on, Rich was there to provide support for Guide Dogs, a member in the shop or someone in need in our community. He always considered it a labor of love and showed up full of energy with a smile.

To steal a line from the late John Lewis, Rich was someone you could always count on to get in "good trouble" with. On a picket line, at a rally, in an organizing drive or so much more, if it would help others, he was there.

Rich always had your back and fought fiercely for our members. He was a force to be reckoned with, proud to hold employers accountable, and worked tirelessly to right the wrongs experienced by our members.

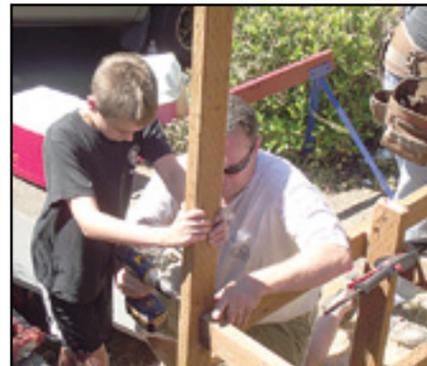
Rich had a loving appreciation for our members, his community and for working people everywhere. He was emboldened to union principles by standing up for what's right and understanding strength

in numbers. He carried the torch of the modern-day worker movement and singlehandedly improved countless lives.

If you were fortunate enough to come into his orbit, you were part of his family. So, for today, tomorrow, and every day that follows, thank you Brother McCabe for your passion, fighting spirit, tenacity, and generosity to help others. You will be sorely missed but will never be forgotten. Rest in power.



Standing up for workers at the We Are One rally at the state capitol in 2011. L to R front row: Jim Hutchins, Rich McCabe, Wilson 'Fergie' Ferguson and Stosh Tomala.



McCabe with his son Ryan building a wheelchair ramp in 2010 for an area resident.

Union Challenges Misassignment; Delivers Upgrade Pay

To use Boeing's own words 'If you see something, say something' which is exactly what our members in the 17-06 building did when a contract violation occurred. Credit goes to Union Steward Doug Devine and Business Rep Christine Fullerton who challenged management after higher graded work was assigned to lower graded employees, who had not been trained to perform this complex work. Because our Union spoke up and challenged this, our two members assigned to perform the work were paid three days at a higher labor grade to properly compensate them for the work.



Our Union successfully challenged a misassignment that resulted in 3 days of upgrade pay to Cody Bylin and Wade Mitchell. L to R: Cody Bylin, Union Steward Doug Devine, Business Rep Christine Fullerton, and Wade Mitchell.

Doug investigated when Grade 2 Hand Finishers were asked to drill holes, tap and install fasteners, which was clearly higher graded work and not in their job description.

Doug contacted Business Rep Christine Fullerton, who talked to the general about the specifics of the work and noted why it was a clear violation of the contract. To his credit, the general agreed with her assessment. He stopped the work and upgraded the two members for the three days they performed the higher graded work. In addition,

recognizing the issues it could cause with no training and working outside their job description and labor grade, the general agreed it would not happen again without the proper training and compensation as defined in the contract.

By speaking up, our members were properly compensated, ensured they were not assigned work they clearly had not been trained to perform and our contract was followed.

"Boeing always preaches if you

see something say something, so we did. It may sound petty, but if Boeing gets away with it, they could continue to assign higher grade work to lower grade employees without compensating properly, eroding the higher labor grade jobs. We all have to call them on their violations, as they continually hold our members accountable," said Steward Doug Devine.

"I appreciate having our Union to advocate and ensure it didn't set

precedence and was challenged right away," said Wade Mitchell, a 25-year member impacted by the misassignment. "When I was told to do the work, I asked if I needed a Job Safety Analysis or training and was told 'no just do the work,' which was wrong and could have potentially caused the part to be scrapped. Boeing has an obligation to properly train members and also properly compensate us for the work we perform."

"This was the first time I needed union representation, and it was nice to have our Union to back us up and ensure our contract was followed," said Cody Bylin, an 11-year member who was also paid for the higher graded work he performed.

"It is inappropriate they were ordered to perform this work when they have not been trained properly. Management will always push to get work done as fast as possible, but it is our members who would pay the price if something goes wrong. Every member needs to ensure our contract is followed so if you see something, say something to the Steward in your shop," said Business Rep Christine Fullerton.

IAM-BOEING JOINT PROGRAMS

Member's Vision and Drive Brings Long-Term Success

IAM 751 member Jasmin Nagy has always had the vision and drive for long-term success in her career at Boeing. She always has a smile on her face and brings a positive attitude. Jasmin is a good example of how hard work and determination will get you where you want to go. When she moved to the United States from the Philippines, Jasmin already had two Bachelor Degrees from the University of the Philippines.

She started her career at Boeing in 2014 as a 90204 Composite Fabricator at the Frederickson site. She quickly saw how working with an IAM/Boeing Joint Programs Career Advisor on getting her green lights within the ERT process could move her up. Then Jasmin was transferred to Everett in the 90204 job but lives near the Frederickson site in Puyallup, she began focusing on completing green lights to get into a job closer to home first.

Jasmin recounted to her Career Advisor Jodale Brinkley that she still remembers when she first reached out via email about the ERT process so she could understand how to utilize it. She wasted no time going from a grade 4 to

a grade 8 mechanic. She balanced taking care of her family, including two young children (one a new born), as well as taking care of her father, while pursuing her career goals. Jasmin admits she had her hands full and says, "It was not easy at times juggling family, work and school, especially a new born baby and a long drive up to Everett each day while attending classes."

She accepted a 71305 Crane Operator position in Auburn and then a 75005 Prep Mechanic to get back to the Frederickson site. After moving up from a 90204 job by completing green lights as well as an 80-hour college milling course in June 2018 using her Education Assistance funds, she obtained her goal of becoming a 17908 NC Spar Mill Operator.

Her next steps took her to pursuing a certificate in Supply Chain Management, which she completed in March of 2020. Then she went on to complete a Bachelor of Science in Management from the University of Phoenix. Jasmin used her EA and LTP Education funds to cover the costs of her education. She completed her degree in November 2021 and participated in the graduation

commencement ceremony in March 2022 in Phoenix, Arizona.

What Jasmin has been able to achieve in the last few years showcases her dedication and drive for success. Jodale stated "Jasmin is so grateful for all that we do to assist employees." And Jasmin expressed her appreciation of the guidance and support she received from Jodale saying, "Thank you for being there for me all those years Jodale. I will never forget how much you helped me through the ERT process and pursuing all my educational goals. You were always there to support and encourage me whether I needed help with signing up for classes for ERT or working out various aspects with the LTP and the EA voucher process for funding," she said.

IAM/Boeing Joint Programs Career Advisors are a great resource. If you are interested in making a career change, contact an IAM/Boeing Joint Programs Career Advisor to see how they can help you. Also check out the IAM/Boeing Joint Programs website to see what other benefits are available so you can take advantage of the services.



In March 2022 IAM member Jasmin Nagy attended her graduation ceremony at the University of Phoenix. Jasmin took advantage of the IAM/Boeing Education Assistance funds and LTP to pay for her education.

Are You Utilizing All of Your Joint Programs Benefits?



Safety Shoe Reimbursement



Career Advising



Education Assistance



Apprenticeship



Site Committees



Employee Requested Transfer



Vocational Rehabilitation Services



Safety Classes



Computer Classes

Learn more by calling 1-800-235-3453 or visit Boeing Intranet: iamboeing.web.boeing.com or External Web: iam-boeing.com

Offsite Promotes Sharing of Information & Resources for Safety

On Monday May 16th members of the HSI Site Safety Committees, along with IAM-Boeing Joint Programs staff, gathered for the first in-person all day Offsite since the COVID-19 pandemic hit. The day-long meeting was packed with sharing information to ensure our Site Safety Committees have the resources to promote safety and address hazards that arise in the plants.



Dist. 751 President Jon Holden thanks Site Committee members for their work.

IAM/Boeing Joint Programs Co-Director Tommy Wilson kicked off the meeting by thanking our committees for all their hard work. Participants had the opportunity to hear from both union and company guest speakers as well as training sessions, security presentations and an in-person demonstration by one of the Boeing K-9 explosive sniffing dogs.



Business Rep Robley Evans talks safety issues in Renton.

IAM District 751 President Jon Holden and Secretary-Treasurer Richard Jackson addressed the group as well as IAM District W24 President Brandon Bryant from Portland. All three union leaders thanked the site committee members and EHS participants for striving to remain focused on the health and safety

of our members every day. Jon reiterated the important role our Site Safety Committees serve as our eyes and ears on the shop floor to spot safety hazards, along with the knowledge of how to address safety concerns. Our Union's goal has been and remains to ensure our members go home in the same condition as when they arrive at work.

EHS vice president Carla Madgett-Davis, who is based out of Houston Texas, also addressed the group.

The committees broke into groups to discuss current issues they are working through and challenges they face. The groups then reported back and shared information from each site recognizing that an issue at one site is likely to have arose at another location. By sharing best practices, members can use what worked at other locations rather than re-inventing the solution to a particular problem.

Under Article 16 – Health and Safety of the CBA HSI site committees are represented at every site from Everett to Portland. Site Safety Committees work to improve ergonomics, reduce accidents and make the workplace safer. They conduct investigations on accidents or near misses, act as trainers on various safety classes, and follow-up on open SHEAR's (Safety Health and Environmental Action Requests) submitted by members. During monthly walk-throughs Site Committee members observe safety practices in areas of high risk and investigate concerns members may have raised.



IAM-Boeing Joint Programs Panel discussing the SHEAR process.

These shop floor leaders emphasize involvement and play a critical role in keeping our members safe at work – they are an important part of IAM-Boeing Joint Programs safety program.

Overall, it was a very productive day in our joint efforts to continually improve safety in the workplace and everyone enjoyed the opportunity to gather together in person rather than on WebEx or Zoom.



Dist. 751 Sec-Treas Richard Jackson addressing the crowd.



Site Committee members from Renton discuss safety issues they resolved to share with other locations.

Two Earn Scholarships for Outstanding Achievements

In June, District 751 had the opportunity to celebrate the achievements of some of our finest students, as our Union presented the 2022 IAM Scholarship to Johlesa Orm, and Alex Philbrick received the 2022 Jerry Beckendorf Community Service Scholarship. Both are daughters of 751 members, who were beaming with pride at what their daughters have accomplished.



District Secretary-Treasurer Richard Jackson proudly presented Johlesa Orm with the IAM Scholarship at senior awards night at Lindbergh High School.

Johlesa competed against not only children of IAM members across the nation and Canada, but against IAM members themselves. From among hundreds of entries, only 16 winners were chosen. The IAM scholarship program honors students who have exceptional academic ability and the heart to make a difference in their communities.

Alex competed against children of union members throughout Pierce County who have demonstrated an outstanding willingness to give back to the community with volunteer work.

Johlesa Orm

Johlesa Orm is an impressive young woman by any measure. She exhibits incredible drive, dedication and compassion as a leader in the classroom, in music, and in athletics – excelling at nearly everything she sets her sights on. Her dad, Ban, has worked as a Functional Test Mechanic on the 737 line in Renton since January 2018 and was filled with pride as Johlesa received the IAM Scholarship at the Senior Awards night at Lindbergh High School. She was also selected as one of Lindbergh High School Outstanding seniors (the top 12 seniors in her class based on academics, leadership, contributions to classmates and more).

Throughout high school, Johlesa took the most advanced AP classes in math, science, social studies and language arts while maintaining a 4.0 GPA. Keep in mind, her high school years also had the challenges of dealing with a global pandemic and switching to online classes. She not only maintained her 4.0 GPA, but was an integral reason that so many other students had success. As



Ban Orm beams with pride as daughter Johlesa earned the IAM Scholarship.

a junior, she helped lead her AP Calculus class through difficult discussions and complicated concepts on Zoom.

Her outstanding academics earned her Student of the month for all her AP classes. In addition, she earned the AP Scholar with Distinction Award.

But her academics are only one aspect of this exceptional young woman. Throughout high school she was heavily involved in music, leadership and athletic activities.

Johlesa was active in Robotics Club serving as a programming lead, and also in Girls Who Code, which she co-founded and served as President and a Coding Coach. She placed first in Lindbergh Coding Competition in two categories: Game Jam Competition and Individual Speed Coding. She helped others on Eagle Crew by providing mentoring and support for underclassmen throughout the school year, as well as volunteering numerous hours through Key Club at neighboring elementary schools helping students through this difficult time.

Johlesa was an active member of Lindbergh's Orchestra, which met every morning at zero hour. Her passion for music and the viola gained her various recognitions, including "All State Orchestra", a regional winner for solo and ensemble, as well as being selected to the "All Northwest"

Orchestra and the Seattle Youth Symphony – all are elite audition-based orchestras.

Johlesa also was active in athletics playing on both the tennis and volleyball team. In tennis she was awarded 'best rookie' when she started and 'future star award' last year while her volleyball team received the distinguished scholastic

award for having a team average GPA of 3.0-3.49.

This fall she plans to attend Massachusetts Institute of Technology (MIT) where she will study computer science and continue on her impressive path.

Alex Philbrick

Alex Philbrick excels at not just academics, but also community service, which earned her the 2022 Jerry Beckendorf Scholarship for outstanding community service. Her family was on hand for this proud moment she has worked hard to achieve. Her father Thomas Philbrick has been an IAM member since 2014 working at the Auburn plant as a Machine Repair Mechanic.

At Fife High School, Alex took challenging classes and maintained a 3.676 GPA throughout high school. It is her stellar volunteer work that earned her this community service scholarship. Alex has volunteered her time making peanut butter and jelly sandwiches for the homeless, volunteered at a local food bank, helped paint the campus rock and assisted with the school talent show.

Her outstanding volunteer work through the Girl Scouts caught the judges' attention. Alex has been active in community service through Girl Scouts since the second grade, and it is a way of life for this compassionate young woman. Her volunteer activities through scouting include sorting and organizing local food cupboards following food drives, making kid power packs (bags of food for kids in need at local schools), cleaning up local gardens at Mt. View Community Center, volunteering for Christmas and holiday events at the local community center, preparing and serving Seeds of Change dinners weekly for 100+ people, planting

flowers for earth day in Fife, placing flags on veterans and their spouses headstones at Mt. View cemetery the past three Memorial days, performing beach clean up picking up trash, and making dog toys for a local animal shelter. In addition, she made and donated Valentine cards and Christmas cards at local senior centers, made and donated hospice hearts to families and patients on hospice, as well as took part in birthday of dreams for children in homeless shelters and volunteered at different party events.

After interviewing cancer patients and medical staff, she made and delivered cancer care bags for newly diagnosed cancer patients. Then she made and shared a video on the project with other girl scouts to offer ideas for future silver award projects.

Her passion for helping others in our community is truly commendable and has assisted countless members in our community over the years. She noted that there is nothing quite like seeing a smile on a stranger's face because of something she did.

Alex was presented the scholarship at the May Pierce County Central Labor Council meeting – the first in-person meeting in over two years. IAM 751 Chief of Staff Jason Chan, Business Rep Christine Fullerton, and 751-C delegate Amber Roulst were there to congratulate her and her family on their success.

Alex plans to attend Northwest College of Art & Design to study Graphic Design/Illustration.

The Machinists Union is proud to be part of their continuing academic careers. Congratulations, Johlesa and Alex, on your extraordinary achievements.



751 was well represented to honor Alex Philbrick receiving the Jerry Beckendorf Community Service Scholarship. L to R: Business Rep Christine Fullerton, State Senator Steve Conway, Alex Philbrick, her dad Thomas Philbrick, sister Shylee, Mom Susan, 751 Chief of Staff Jason Chan, and 751-C Delegate Amber Roulst.

Workers at PAE-USCIS & NWRPCA Say IAM Union Yes

On March 17, IAM 751 welcomed workers from Pacific Architects & Engineers Inc (PAE-USCIS) into the IAM family as they had an overwhelming vote for IAM Union Representation. These members are located at the HomeLand Security building in Tukwila, Yakima and Spokane.

These dedicated workers at PAE are biometric specialists (fingerprint) who provide biometric data collection, identity verification, and criminal background checks on immigrants for the Department of Homeland Security's U.S. Citizenship and Immigration Services

(USCIS). They help process immigrant's paperwork to become citizens and work under the service contract act.

These workers have been identifying issues and putting together proposals to begin bargaining a first contract.

Workers at Northwest Regional Primary Care Association (NWRPCA) also said Union yes to IAM representation, with their election being certified by the NLRB on May 9th. Their employer is a non-profit that helps support community

and migrant health centers. The workers are located across Washington, Oregon, Idaho and Alaska. These workers watched their company leadership take little or no action to address issues they raised and decided it was time



Workers at PAE-USCIS and union leaders talk issues for their first contract.

to exercise their concerted power by getting union representation to ensure their future has a positive outcome. These workers voted in their Union election overwhelmingly to become a part of IAM District 751. They are preparing for first contract negotiations and identifying issues.



Workers at NWRPCA on a Zoom meeting with IAM leaders identify issues to address in a first contract after voting for IAM representation on March 17.

751 History: Respecting the Past; Protecting the Future

At the town hall meetings in May, District 751 President Jon Holden briefly went over some pivotal contracts from our past in order to see what our membership has fought to improve for decades and also to see just how similar the battles have been over the years. In looking at the history, it is easy to see that the company we go up against today is the similar to the company our members battled over 85 years ago.

However, there was a definite shift to a colder, more ruthless company from the merger with McDonnell Douglas in 1997 until today, where the Company has been laser focused on cutting costs, increasing profit, and stock price even if it places the company at risk and costs them, the community and our membership everything.

As a strong willed, militant membership, we have always had to meet their tactics with power, unity, and strength.

Today is certainly no different... We must stand together and project our power like never before.

Strike in 1948 – 140 Days

There were many goals for our members back in 1947 and 1948

Negotiations began on January 31, 1947. 751 members were interested in strengthening the seniority system. Members wanted a union shop, paid holidays, a better vacation plan, and a better sick leave plan. The Union also wanted to address overtime, premium pay, and wages.

Members quickly realized that these negotiations were going to be very different this time. By April, no progress had been made. In mediation, some progress was made but Boeing refused to discuss the central issues of seniority.

At a mass meeting on May 25, 1947, 751 membership voted by 93% to reject Boeing's proposal and to approve a strike. The Union continued to work under the old contract.

In April 1948, after Boeing refused to submit the contract to arbitration. At one-half hour before midnight on April 22, 1948, about 15,000 Aero Mechanics struck – for the first time in 751's history.

The strike and the events that followed led to one of 751's greatest tests and triumph. While 751 was on strike and on the picket lines, The Aero Mechanic reported on June 3rd that Dave Beck, the leader of the Seattle Teamsters and later president of the International Brotherhood of Teamsters, was colluding with the Boeing Company to break the strike. Beck stabbed 751 in the back by creating a new Teamsters affiliate called Aeronautical Workers, Warehousemen and Helpers Local 451. The Teamsters were affiliated with the American Federation of Labor, while the IAM had left the AFL in 1945 over jurisdictional disputes. The Teamsters maintained hiring halls to help Boeing break the strike and cross our 751 picket lines.

In July of 1948, the NLRB ruled in response to a 751 complaint that Boeing was guilty of unfair labor practices and directed the Company to reopen contract negotiations and reinstate striking workers. The ruling, although a victory for 751, presented a problem. It was apparent that the NLRB representation election would eventually have to be held between 751 and the Teamsters. Under Taft-Hartley, as long as 751 remained on strike, they could not vote in the election since only workers on the payroll and at work were eligible. 751 voted to accept reinstatement in order to protect their rights in the event of an NLRB election. The Union petitioned the NLRB for a representation election on July 31, 1949; it was scheduled for November 1, 1949.

The Aero Mechanics won the NLRB election in a landslide with 67% of the workforce voted in favor of 751.

The 1948 Strike went on for 140 days – our longest strike. Members had to end the strike before reaching our goals, in order to vote in the Representational Election. It was a vote to remain Machinists and against the SCABS. Who would ever vote for the SCABS right? Ultimately, we received a letter of apology from Teamsters Local 117 for this violation of Unionism and we have a strong relationship with Teamsters Local 117 and 174 today.



Headlines from the Aero Mechanic during our 1948 strike, which was the longest in our history and ended with Machinists returning to work to vote in a representation election to continue to have Machinists Union representation.



Front page of 1965 Aero Mechanic featuring our 19 day strike.

1965 Strike – 19 Days

The 1965 negotiations again centered on performance analysis (seniority) and gaining a union shop, as well as health insurance for dependents and job evaluation.

The negotiations deadlocked and Boeing refused the Union's offer to submit to arbitration. Union members overwhelmingly rejected the first and second contract proposals in August and September and authorized a strike both times. The Union struck at 12:01 a.m. on September 16 after Boeing refused to go to arbitration.

In the midst of the strike, District 751 President John Sullivan passed away. Nineteen days into the strike, the membership voted to approve the latest Boeing contract proposal, which addressed many issues—except for performance analysis (seniority). This was the first time seniority applied to layoffs, downgrades, upgrades, recall from layoff and shift preference. The Union and Company agreed to resolve the performance analysis issue within six months; otherwise, the Union would be allowed to go on strike. Though the negotiations were difficult,

the Union and Boeing finally agreed to make performance analysis subject to the regular grievance and arbitration procedures.

747 and the Incredibles

In the late 1960's Boeing bet the company on the 747 and our members and engineers known as "The Incredibles" designed and built the airplane while the factory was still under construction, in fact there weren't any walls put up yet. They also didn't have enough housing in Everett and many members actually slept in their cars as they were also looking for a place to live. Sadly, we are seeing the end of the 747 program this year. That will leave a huge hole of space inside the Everett plant.

1968 Contract

The 1968 contract was ratified without a strike as gains were made on the issues of wages, pension increases, language strengthened seniority and job classifications. The membership also gained dental care as of January 1, 1970.

"Will the Last Person Leaving Seattle Please Turn Out the Lights?", 1970-1971

This period saw massive layoffs, unemployment and a cancelled Super Sonic Transport (SST) program that led to this massive reduction in work and employment for the entire Boeing workforce. Faced with rising unemployment in the Seattle area, 751 took a prominent role in reform of the unemployment compensation law. Between January 1968 and December 1971, the company laid off 53,500 workers.

Contract Negotiations—Wage Freeze, 1971-1974

Negotiations began but were halted due to wage and price freezes imposed by then President Nixon. Members continued to work under the old contract until marathon bargaining resumed in November of 1971. Members ratified a new agreement that improved sick leave, jury duty, and health and welfare benefits. The contract also guaranteed the maintenance of members' previous Labor Grade in the event that they returned to work after layoff.

Strike in 1977 – 45 Days

Cost of living adjustments (COLAs), fringe benefits, manpower control (Article 22) now called Workforce, wages, retirement and health benefits were the major issues in the 1977 contract negotiations. For the first time in 751's history, contract talks were coordinated with the Society of Professional Engineering Employees in Aerospace (SPEEA), which had represented engineers and technical workers at Boeing since 1946. At a joint 751-SPEEA meeting in the Kingdome on September 20, 96% of the members of both unions voted to sanction a strike if negotiations with Boeing failed.

The members rejected the company's final contract proposal at an October 3 mass meeting and the strike began at midnight. On November 17 union members approved a revised contract offer that included introduction of retiree medical for those retiring before age 65, improvements to wages, vision, dental and medical benefits, a benefit adjustment for existing retirees, improvements to the pension plan, strengthening manpower control and seniority, and improvements to vacation schedule.



Front page of the Aero Mechanic at the start of the 1977 Strike.

751 History: Respecting the Past; Protecting the Future

1980 Contract

In September, 1980, members of District 751 and SPEEA again met jointly in the Kingdome and authorized strike sanction by a 97% majority if negotiations with Boeing failed. The key issues were wages, cost-of-living adjustments, the union shop, the subcontracting of work to non-union firms, and the export of jobs overseas. The members ratified a new contract on October 4 but started to identify outsourcing concerns raised by members.

1983 Contract

Contract concerns in 1983 centered on grievance procedures, subcontracting, job descriptions, new technology, the union shop, mandatory overtime, and seniority. In the face of a growing trend toward concessionary contracts in many unionized industries, the membership slogan was "Don't give back — fight back!"

Bargaining was tough, as we had more members on layoff than working, and it was a tough time for the economy in the Puget Sound region. Boeing's last, best and final offer included the introduction of Seniority Increase Step Plan that would take new hires 5 years (10 steps) to reach the maximum rate.

Because of this and other items in the proposal, the bargaining committee did not make a recommendation and instead told members there were items they opposed, but the proposal speaks for itself. The contract was approved in a 3 to 1 membership vote at another mass meeting in the Coliseum on October 3.

Positive items in new contract included gains in cost-of-living adjustments and overtime and language about the introduction of new technology.

It is important that current leadership today believes it is important to make a Union recommendation even though members ultimately decide (and have gone against Union recommendation several times).

1986 Contract—Ratification and Victory on Multiple Counts!

The membership rejected the first contract proposal at an October 3 vote held in the Kingdome (but unbeknownst to Boeing, fell short of the 2/3rd required for a strike). Our Union offered to return to the table and Boeing agreed.

Negotiations resumed and a final mass membership meeting approved an improved, revised contract by an 88% majority. The new contract addressed many of the membership's concerns by including productivity bonuses, an improved seniority system, and better health benefits. The Union also won contract language that prevented Boeing from requiring one worker to operate more than one machine. Perhaps most importantly, the union shop was won for the first time since the great strike of 1948.

Strike in 1989—48 Days Contract—“On the Line in ‘89”

There was massive hiring in the years leading up to the 1989 negotiations with between 12,000 and 15,000 new members since 1986. Members had identified a general wage increase was the number one priority of the membership, and they would not support a lump sum payment alone (since there were no GWI's in 1983 or 1986 contracts). Other major issues were eliminating or reducing forced overtime, improving the cost-of-living adjustment, a fair system for job promotions, job security, benefits improvements, and stronger protection



Front page of Aero Mechanic during the 1989 strike. COLA. The contract included a 12% lump sum payment in

December 1992 with no wage increase in the first year, and 3.5% increases in the second and third years. Other changes strengthened seniority rights and provided more job security by improving return rights and downgrade rights.

The membership turned down Boeing's contract proposal on October 3, 1989 and voted to strike. Even with record-breaking profits, the company had presented an offer many members considered "insulting" and the strike began.

Negotiations resumed on October 30 when a federal mediator called the two sides together, but broke off on November 4 when Boeing presented an offer that was worse than the one members had already rejected.

Very Important Lesson: The company tried to force a membership vote through an aggressive ad campaign, but the membership supported the no-vote decision of the union negotiators. This is a very important situation for our Union. A substandard offer while already being on strike and the Company using the media to push members to vote yes. The Union did not bring this substandard offer to the membership for a vote.

Talks resumed on November 18 and a settlement was reached on November 20, ending 48 days on the picket line. The final offer included:

- An improved cost of living adjustment formula.
- Significant improvements to overtime language. Mandatory overtime was reduced from 5 weekends in a row to two weekends in a row. Any overtime in excess of the standards was voluntary; there are no reprisals for refusing voluntary overtime, and compensation was increased for excess overtime.
- Major changes were made in the promotion system, eliminating the old E.A. (employee appraisal) system.
- This brought the current ERT System into the contract along with a fair shot at promotions through a Joint led Quality Through Training Program (QTP)
- Through Joint programs the IAM/ Boeing Health and Safety Institute was also established to ensure continuous improvement of workplace health and safety.

1992 Contract

While there was no strike, it is important to discuss impacts of new language. Massive layoffs impacted our bargaining position. Members hired during the leadup to the 1989 contract were either being laid-off or already laid-off. Members ratified a new three-year contract on October 2, 1992. The company had initially

proposed significant takeaways, particularly on medical coverage, and wanted contract language that would allow them to transfer Union Stewards. Members and stewards responded to the offer with outrage and rallied at the negotiations site. Although the company revised its offer, union negotiators as late as October 1 planned to recommend that members reject the offer and vote to strike. At the union's request, a federal mediator was brought in to reach a settlement on the remaining economic issues.

The new contract retained the current level of medical benefits with a few improvements. The cost-of-living adjustment (COLA) formula was maintained with a 30-cent prepaid

December 1992 with no wage increase in the first year, and 3.5% increases in the second and third years. Other changes strengthened seniority rights and provided more job security by improving return rights and downgrade rights.

The wage system underwent a major revision The Seniority Progression System in the contract today was introduced. We also got stuck with a two-tier Retiree Medical Calculation for those hired after January 1, 1993, which is still in the contract today. **These remain important issues for our membership to address going forward. We must make improvements in both areas of the contract.**

Strike in 1995 – 69 Days — Second Strike in Six Years

The membership was frustrated with the Company's Last, Best and Final contract offer. Solidarity of the membership was the major factor in the success of the strike. All of the members in the 1995 strike had been through the 1989 strike and knew what to expect when they rejected the contract. They knew the routine for running a strike.

The contract was rejected and members struck on October 6, 1995.

- Job security and proposed cuts in health care were the issues that led to a 69-day strike.
- The membership had dropped from 40,000 in 1989 to just a little over 23,000 primarily due to layoffs.
- While some layoffs occurred due to declines in airplane orders, the increase in subcontracting also caused layoffs. Members believed that without contract language addressing job security, their jobs might be eliminated before the next contract vote.

After being on Strike for 45 days and as Thanksgiving neared, negotiators returned to the bargaining table and Boeing presented another substandard offer as tensions were increasing on the picket line. Union negotiators faced a tough choice – either reject the new proposal or bring it to the membership for a vote. However, Boeing said unless the Union Leadership would recommend a yes vote on the new contract offer there was not an offer.

Negotiators recalled during the 1989 strike when union negotiators rejected a Company proposal without bringing it back for a vote and the members were furious. Rather than re-create that scenario, negotiators decided to let members decide. Over 60.9 percent of members said NO to the Company's offer and the strike continued...

This is also another important lesson to be learned. While on strike... 45 days into the strike, the company pushed forward a substandard offer already rejected by the membership. Members were angry and overwhelmingly voted to remain on strike. This showed the power of the 751 membership...

Community support was overwhelming, with many other unions walking the picket line, bringing food, offering odd jobs for strikers, and attending rallies.

In December, talks resumed and on Dec. 13th member ratified a new contract by 87 percent and ended the second longest strike. Members won a resounding victory on every major issue from health insurance and wages to job security and retirement benefits.

Highlights of the 1995 contract included improvements in job security, health care, wages, and pensions. The agreement called for notification of intent to subcontract and placement within Boeing of members affected by subcontracting, including training when necessary. Facilities maintenance subcontracting became subject to the grievance procedure. Unfortunately, this did not stop the outsourcing or offloading of work. Later contract negotiations would attempt to address this better.

The contract included a 10% lump sum payment for the first year, 4.5% lump sum in the second year, and 3% general wage increases in the third and fourth years. Payments for the basic pension plan were increased from \$35 to \$40 per year of service. The contract also provided for health care coverage for three months and up to 26 weeks of Income Continuation Benefits for laid-off workers. The Union was able to defeat Boeing's efforts to force employee contributions for monthly premiums and was able to reduce proposed increases in deductibles.

The duration of the contract was extended to September 1, 1999.

Membership unity is key to all our success in bargaining – whether we reached a settlement or had to strike to get an improved offer.

See the July Aero Mechanic for negotiation history from 1997 through current day.



Front page of 1995 Aero Mechanic at end of strike.

POLITICAL ACTION

Unions Gather to Make 2022 Election Endorsements

REPRINTED from The Stand:

The Washington State Labor Council, AFL-CIO — the state’s largest union organization representing the interests of some 600 labor organizations with more than 550,000 members — held its 2022 Committee on Political Education (COPE) endorsing convention on May 21st at the 751’s Seattle Union Hall. As the first state-wide labor gathering since the pandemic, hundreds of delegates representing WSLC-affiliated unions from across the state voted on endorsements for congressional, statewide, state legislative and judicial candidates, plus state ballot measures. District 751 had 20 delegates attending to debate and discuss potential candidates.

Unlike corporations and business groups, organized labor has an open and democratic process by which candidates and ballot measures earn union support, and rank-and-file members are encouraged to participate. Candidates seeking endorsement participate in a process that includes questionnaires and interviews with local unions and regional Central Labor Councils.



District 751 had 20 delegates representing our local lodges attend the Wash State Labor Council on Political Education (COPE) Conference on Saturday, May 21st to discuss, debate and determine which candidates earned labor’s endorsement for their support of worker issues.

Those local union organizations then make recommendations for the state convention to consider and vote upon. WSLC endorsements require a two-thirds majority vote.

Also unlike corporations and industry groups — which outspend unions about 24-to-1 on politics — labor’s endorsement and support doesn’t just come in the form

of a campaign contribution. It comes in the form of volunteers who do household walks, worksite leafleting, and make personal (not automated) phone calls to other voters, particularly fellow union members. It also includes direct mail and other forms of political outreach intended to explain why endorsed candidates and ballot measures have earned labor’s

support.

Before voting on candidates, delegates heard from panels of candidates for Congress and Secretary of State. In addition, delegates reviewed candidate questionnaires and videos in which they describe their positions on important working family issues.



At the WSLC COPE Convention, a Congressional panel featured (seated from left) Reps. Adam Smith, Derek Kilmer, Marilyn Strickland, Suzan DelBene, Kim Schrier and Rick Larsen.



751 delegates to the Washington State Labor Council COPE Convention voting during the endorsement process.

751 Leaders Lobby in DC While Attending Leadership Training

Three of our shop floor leaders recently got the chance to ensure our voices were heard with our elected officials in Washington DC. Local A officers Kim Gifford, Kristi Kidrick and Michael Mack were at the IAM W3 Training Center taking part in the Leadership II Program and were the first class in two years to get the opportunity to lobby elected officials in our nation’s capital in person.

Our three members took advantage of the opportunity to make sure issues of Machinists Union members and their families were heard in both the Senate and the House. The day before they headed to Capitol Hill, our members and those from Local 1351 representing airlines in our state lobbied via Zoom from the W3 center with staff members of Sen. Maria Cantwell. This created a unique opportunity for the class to observe and prepare for the in-person lobbying meetings the following day.

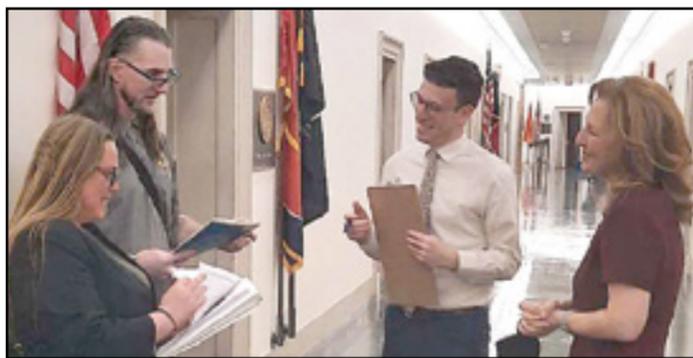
The next day since meeting times overlapped, the three split up. Kim and Mack met with Congresswoman Kim Schrier while Kristi met with staff members from Senator Patty Murray’s staff to ensure both offices were well aware of important

issues impacting our members.

Our members talked about the importance of passing the PRO Act (Protecting the Right to Organize) to ensure workers can freely and fairly decide to join a Union and bargain together for workplaces changes. They also talked about the importance of getting the Bonneville Power Administration to reach a competitive power agreement that will reopen the Intalco aluminum smelter in Ferndale, Washington and restore potentially hundreds of IAM jobs there — which would also decrease our dependence on foreign aluminum. Finally, our leaders discussed the importance of getting approval for the H2 Hub grant from the Department of Energy to jump start our state’s transition to clean hydrogen in sections such as maritime, aviation and heavy industry. (NOTE: The week after our folks lobbied, the entire Washington Congressional delegation — both parties — sent a letter to BPA encouraging them to reach a competitive power agreement to reopen the Intalco aluminum smelter).

The Leadership II program expanded their knowledge of trade unionism and the IAM through: collective bargaining, issues and lobbying, advanced steward training, organizing and labor history.

“I really enjoyed lobbying and getting to meet with Congresswoman Schrier who supported our issues,” said Kim Gifford. “At W3, the camaraderie and getting to meet and network with members from different companies and



L to R: Kim Gifford, Michael Mack, Rep Schrier’s staff, Congresswoman Kim Schrier talk our issues.

different Boeing locations was amazing. Realizing we all have the same fight and the issues we face are the same and that we are all united in this fight was invigorating.”

“I appreciated having the opportunity to meet with our Senators Patty Murray and Maria Cantwell and their staff, who are very in line with what matters to labor and how labor effects our communities,” said Kristi Kidrick. “Leadership II is a vessel to allow us to meet our states politicians in Washington DC. It was such a great experience to be voicing our concerns and issues and asking for their

support in a historical place.”

“It was cool to visit our nation’s capitol. I was very impressed we met directly with Congresswoman Schrier and not an assistant. Even though she had a busy schedule, she was able to break from a meeting to come out and discuss our issues. She was receptive of our issues and actually told us she was just texting our own Larry Brown (who is now President of the Washington State Labor Council) on one of the issues,” said Michael Mack. “It was great to know she will fight for our issues that are important to workers.”



Kristi Kidrick met with Senator Murray’s staff to talk our issues.



L to R: Local 1351 steward, Local A Stewards Kristi Kidrick, Kim Gifford and Michael Mack lobbied Senator Maria Cantwell’s staff on issues important to workers at W3.

RETIREMENT NEWS

Retiree/Senior Legislative News

By CARL SCHWARTZ

751 Retiree Legislative Chair

This month's report covers the endorsements of the WA State Labor Council's Committee on Political Education or COPE, which met in our 751 Union Hall on May 21st. Washington State Labor Council endorsed for support and election our Democratic Senator Patty Murray, and these Democratic candidates for Representatives: Suzan Del Bene CD 1, Rick Larson CD 2, Marie Gluesenkamp Perez CD 3, Natasha Hill CD5, Derek Kilmer CD 6, Pramila Jayapal CD 7, Dr. Kim Schrier CD 8, Adam Smith CD 9, and Marilyn Strickland CD 10.

Retirees need to remember that Labor does not endorse on party membership but rather on the issues that impact working people, including retirees.

It is no secret that that the Republicans support plans to "privatize" Social Security reduce Medicare, for example. Social Security is life sustaining for retirees (including this reporter), As a non-profit program, less than 1% of Social Security funds go to overhead costs.

ALL the rest go to older American, disabled workers, surviving spouses and orphans.

There is a lot of money involved, and there are people that want to get their hands on some of it. The current Social Security system is a pay-as-you-go process. If privatized, each taxpayer's contributions would be invested in a separate account for their retirement, and its value would fluctuate with the value of their investments in the market. Supporters of this private system, mostly Republicans, believe it would result in higher benefits, and thus standards of living, for participants.

Those opposed to privatization, mostly Democrats, counter that the investment risks are too high for individuals and that it undermines the very principle of the social safety net and the guarantee that it provides older citizens.

The Democratic Representatives endorsed above have a record of support for Social Security and Medicare and a pledge to continue that support. Retirees should support these recommendations and consider voting for the labor-endorsed candidates.

IN MEMORIAM

The following retirees passed away since the May Aero Mechanic was published. Keep their loved ones in your prayers and give a moment of silence in remembrance.

LOCAL A: Levi Anderson, Diosdidit Bactol Jr, Antonio Bamba, Danny Banks, Michael Carter, Janyce Conwell, Judy Delany, Reginald Denson, Wallace Dunn, Geneva Haarstad, Emogene Hamlyn, Kenneth Hindman, Barbara Jones, Thuan Le, Morris Levack, James Loar, Kenneth Mckay, Roland Potts, Thomas Roberts, Edward Sheppard, Terry Strahin, Lynnes Welch.

Local C: Victor Augustson, Dennis Beck, Joel

Bickford, James Curry, Roy Dionne, Harold Faast, Michael Hough, Jaime Jabidando, Johnny Kodesh, Robert Kubeck, Eddie Peck, David Pennington, Kenneth Rogers, Theodore Soriano, Gary Stone, George Tolmasoff.

Local E: Dawn Androsko, Dale Buchanan, Clark Burton, Edward Greshock.

Local F: Jana Anderson, O.A. Bresler Jr, Raymond Brown, Frances Cannon, Dick Eisenbarth, Thomas Flowers, Larry Goodnight, Barbara Harvey, Patricia Miller, Evelyn Petersen, Eula Powell.

751 Retirement Club Meeting
Monday, June 13th at 11 a.m.
Free lunch at 12 Noon
Seattle Union Hall (9135 15th Pl. S)
Reserve your spot for a lunch count & proper social distancing by calling 206-764-0347 or email brittanys@iam751.org
All 751 retirees welcome!

RETIREES

Congratulations to the following who retired from our Union. Eastern WA retirements listed date back to June 2021 and note the Company they retired from.

Leonard Arnold, Jr	Cindy Killian	Norlynn Norsby
Sandra Beavers	Randall Knudson	Sovann Om
Patrick Bell	Ronald Lang	Felix Pixton
Marc Belson	Gary Larson	Jonathan Rausch
Patrick Blann	Dan Lim	Linda Sigurdson
David Brancheau	Lee Lockhart	Jacobus Smit
Robert Brown	Jeffery Logan	Paula Smith
Peter Chen	George Louw	David Smith, Jr
Randall Colombi	Randell Mapes	David Studeman
Kelly Conner	David Marcus	Donald Taht
Norman Crawford	Jens Markau	Mitchell Taylor
Joseph Daher, Jr	Steven Mayer	Tamuel Taylor
Douglas Devlin	Burt McCaughan	Ferdinand Toledo
Gary Eskridge	Gene McCormick	William Wagner
Donald Fabrao	Stanley McCullough	Martin Walters
Thomas Flora	Meshesha Mengesha	Joseph Webb
Kalin Graves	John Miller, Jr	Kelly Welch
Alan Grey	Charles Mullins	Charles Winn
James Harri	Michael Navarre	Ritt Winward
Gary Heier	Cynthia Nelson	Michael Wojack
Joel Hetland	Mai Nguyen	James Wonser
Bunhor Him	Thu Nguyen	Lisa Wonser
Eduard Khaperman	Bill Nichols	Stuart Yaross

Upcoming Guide Dogs/Tender Loving Canines Fundraisers



Our union will once again host fundraising events to support Guide Dogs of America/Tender Loving Canines. District 751 is one of the top fundraisers for the California-based charity, which 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. The charity was founded by a Machinists Union member.

Flight for Sight Virtual Fun Run - June 4-12

The 20th annual Flight for Sight Fun Run will be a virtual social distanced event June 4-12 to raise money for Guide Dogs of America. Participants can choose to walk or run at their own speed in whatever location they would like since the goal is not speed but fundraising.

The top three fundraisers will win a prize. There will also be a random prize winner too.

Registration is \$20. Register for this virtual event at <https://give.guidedogsofamerica.org/FlightforSight2022>



District Golf Tournament - Saturday, July 23

The annual Guide Dogs of America Charity Golf Tournament will be Saturday, July 23, at a different course: Gleneagle Golf Course in Arlington (7619 E. Country Club Dr). The tournament will be a scramble format with a shotgun start at 9 a.m.



The cost is \$110, which covers green fees, cart rental,

tournament t-shirts, and a lunch at the end of play.

Cash prizes will be awarded to the first and second place teams, long drive, and closest to pin.

Entry forms are available at all District 751 union halls in Puget Sound or on the virtual board on our website <https://www.iam751.org>. All entry fees and forms must be returned and paid in full by July 8th. Information is also available by calling Lori at the Everett Union Hall at (425) 355-8821.

As this is a fundraiser, prize donations are greatly appreciated. Visit <https://www.iam751.org>, then click on Virtual Board for the flyer and entry form.

Shoes for Puppies - Aug. 6

The 18th annual Shoes for Puppies horseshoe tournament will return to Maple Valley on Saturday, August 6. The tournament, which is sponsored by Local E, will start at noon Aug. 6 at the Red Dog Saloon, 18605 Renton-Maple Valley Rd. SE.

The cost is \$50 per player, and entry forms are available at all IAM 751 union halls around Puget Sound and on the virtual bulletin board (<https://www.iam751.org>). Pit sponsorships are also available for \$50.

In addition, Local E is holding a raffle for a Traeger Pro Services 34 Grill. Tickets are \$5 and the winning ticket will be drawn at the horseshoe tournament (you need not be present to win).



Local F Motorcycle Poker Run - Saturday, Aug. 13th

Motorcycle riders this event is for you. Saturday, August 13th Local F will hold our second annual Poker Run starting at Sound Harley Davidson (16212 Smokey Point Blvd, Marysville) and go on a beautiful 150 mile ride through scenic North Snohomish and South Skagit

Council to end at the Everett Union Hall where a lunch will be available for a donation. Ride starts at 9 a.m. Last bike out by 11 a.m. Final card punch at 4 p.m. Prizes awarded at 4:30 p.m.

All proceeds go to benefit Guide Dogs of America/Tender Loving Canines. Top 3 donation raisers get first selection of prize table, then by highest poker hand. Questions? Contact Dave Bryant at 360-708-4836. Visit <https://www.iam751.org>, then click on Virtual Board for the flyer and entry form.



Local A Car Show - Aug. 20 Fun, Food, Music, Cars, Bikes

The Steel & Wheel SuperShow is coming to Everett again this year. Local A's annual show for classic cars, hot rods and custom motorcycles will be from 10 a.m. to 3 p.m. Saturday, August 20 at SnoIsle Tech, 9001 Airport Road (next to the 751 Everett Union Hall).

Along with displays of custom cars and cycles, there will be food, drawings and music. Check-in for exhibitors is 8 to 9:30 a.m. Registration is \$20 in advance or \$25 on the day of the event.

Registration forms are available at all 751 union halls or visit <https://www.steelandwheel.org> or the virtual board at <https://www.iam751.org>

First 50 participants who register will receive a dash plaque and ditty bag with their paid registration. If you would like to donate prizes, would like to sponsor or wish to volunteer, contact Lori at 425-355-8821.



Labor History Report - June 2022

Labor history is based on the lives and sacrifices of those who were passionate about working to reform working conditions and this month we look at an event from Seattle history.

On Nov. 4, 1937, in Seattle the Cannery Workers join the Congress of Industrial Organization with a progressive, militant leadership. Unfortunately, decades later, the union was led by self-serving leaders. Young

reformers were able to take the union back but union officers and activists Silme Domingo and Gene Viernes, both 29, were assassinated in their labor hall near Pioneer Square on June 1, 1981. Silme and Gene were working to reform Local 37 and improve working conditions of the Filipino cannery workers they represented.

Several years later it was discovered that the two leaders were killed because Philippine President Ferdinand Marcos

put out a murder contract on them as well as the involvement of Philippine and US intelligence agencies in the planning, execution and cover-up of the assassinations. Marcos perceived the men's union reform activities as a threat to his interests.

Needless to say, the long and arduous history of Local 7/37 helped shape many of the progressive advancements many of us have received and continue to enjoy in our own union contracts.

The labor history of Seattle's Filipino and labor communities, is filled with trailblazing rank and file Asian immigrant

worker leaders, i.e. Ligaya Domingo, Cindy Domingo and Silme Domingo's partner Terry Mast. Many thanks to them and all the Union members who supported their fight for fairness and equality during a time of tumultuous change for our collective labor movement.

For more info on this history visit:

<https://www.thenation.com/article/society/domingo-vienes-union-reform/>
https://depts.washington.edu/civilr/local_7.htm

Contact your local lodge president to join our Labor History Committee.

FREE

WANT ADS

FOR MEMBERS ONLY

AUTO PARTS & ACCESSORIES

DRAW-TITE TRAILER HITCH 76021 and Tekonsha Wiring Harness 118651 fits 2015 thru 2021 Jeep Renegade. \$175. 509-762-9302 Moses Lake

ELECTRONICS & ENTERTAINMENT

VHS TAPES, over 100, "all play." \$1 each 425-271-8751

ATARI COMPUTER SYSTEM with 45 games and extra joysticks. 425-271-8751

CITIZENS BAND TRANSCEIVERS: "Royce" model 1-612, "23 channel" "Spar-komatic" model 2023. With antennas. Both in good working condition. 425-271-8751.

LEFT-HANDED GUITARS with hard cases. Epiphone Special Electric Squire (by Fender), Stratocaster Ibanez PF10-12 12 String acoustic/electric. Thinning herd, your choice \$150. Mel 425-359-0535 Everett

FURNITURE & APPLIANCES

LARGE DINING ROOM TABLE with 6 chairs. \$300. Good condition. 253-856-1258

SPORTING GOODS

COMPUTER, GRAPH FISH RECORDER. Eagle mach.1 by Lowrance w/mount. New never used. Paid \$336 in 1986. Several rolls of graphpaper. 425-271-8751 call for price leave in

OUT DOOR GEAR: Hip boots, men's size 8, new, never worn. Sleeping bags; nice. Fishing gear, lures, nets, too much to mention. 425-271-8751 call for prices leave in

COTTAGE INDUSTRIES

WANT TO BOOST YOUR IMMUNITY? Proven safe, proven quality, proven effective, organic and good for you. Call Joe. 206-819-7924

Union member planning retirement, makingURNS FROM OAK WINE BARREL STAVES. Barrels are from Washington State wineries. Pictures/info email Mike at mpsej2@gmail.com text 509-759-5145.

PRE-RETIREEES: Is rolling over your 401K or pension right for you? Complementary Assessment; know your options. Michael or Elke 425-346-3698/425-268-86 coachelke@gmail.com

JIM'S CUSTOM ROTOTILLING tractor work in Snohomish County. Large area rototilling, 60 inch 74 inch. 25 years experience. jrotogoetz@yahoo.com or 425-971-4764

NEED A HOUSE? Need to downsize? I'm your girl! Call for free information! barbys@johnlscott.com

PROSTATE HEALTH - want a healthier prostate? Get results in one month! We guarantee our products. Call Joe at 206-819-7924

IN PAIN? GOOD NEWS! There's plant medicine alternatives to BIG pharma's addictive solutions with the side effects. Free consultation www.healthfixxer.com/onthehorizon or 425-231-5432 Distributorships available

NEED A REAL ESTATE AGENT? I would be honored to help you buy/sell a home. I'm passionate and dedicated to helping people with their real estate needs. Jamie Hanson, Person Real Estate Group. Cell 253-332-3816 (call or text) JamieHansonHomes@gmail.com

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 June 15th

INTERESTED IN BETTER HEALTH & WEALTH? Great business, fun too. Worldwide company is #1 and growing. You can even will the business to your kids. Call Jerry 253-389-8384

COME BY FOR A PHOTOSHOOT in our warm and cozy studio. Newborns, family, weddings, real estate. www.myluphotos.com 253-293-5231

HEALTH - n - BEAUTY want better focus, sleep, energy, strength, fat loss? Mood! 253-358-6302 or carlbauer.experienceketo.com

NEED A MORTGAGE LOAN? I can help you get pre-qualified for a home, need to refinance and get cash out? Call me 425-977-3878 or email Kimberly.peterson@guildmortgage.net

A HAPPY HOME. Could your home use TLC? A new deck, fence, beautiful flooring or lovely crown molding. Home remodeling and-repairs. Dennis, Hammer-n-Nails 253-686-4030

THINKING ABOUT SELLING YOUR HOME? Downsizing? Need more room? July Small will do a free market analysis. Licensed real estate broker Windermere. Call now! 206-734-7122

FOR GOOD VAN MOUNTED CARPET CLEANING in South Puget Sound area please call ortext 253-535-2433. Licensed, bonded & insured.

READY FOR A NEW CAREER AFTER RETIREMENT? Unable to advance in current job? Get your FCC commercial radio licenses. GROL, Radar, GMDSS, military MOS + marine. Call Mark at 513-604-4054

BUY - SELL - CLOSE. Call a real estate professional Von Provo is available to help you buy or sell. Call, text or email. von@rognow.com/425-359-0165.

HOUSING

WANTED - 3 BDRM HOUSE to rent for no more than \$1,700 a month in or near Auburn ASAP, for 4 handicapped adults - 3 over 60 years old with service pets. Call caption call phone and leave message 253-697-9928

Beautiful furnished room in Lake Stevens. \$850 per month including utilities. Lake view, mountain view, hiking. Seeking reliable renter. Twenty minutes to Boeing Everett. 425-314-9739

Very large 1 bdrm apt. with full bath, kitchen, living room, patio, for single or couple, only 50 yrs. old or older. \$1,400 - \$1,700/month, utilities included. N Seattle. 425-327-2514

MISCELLANEOUS

SPORTSMEMORABILIA: picture 8"x10" Steve Largent 14 years Seahawks "autographed". Bat 180 Louisville slugger. Ken Griffey, Jr. bat, hand crafted for Raul Ibanez R128 pro model. Baseballs: autographed - Jamie Moyer, Edgar Martinez, VHS tape: Ken Griffey Jr. 1996 (in wrapper) Adventures in Baseball. 425-271-8751

GREAT BUSINESS OPPORTUNITY, low startup cost. Like new, 12 needle commercial embroidery machine with digitizing software, 23 hoops, spools of thread, backing, etc. Business retired. Email thetwoharps@hotmail.com or call 425-432-4128 and leave message

WANTED TO PURCHASE: Unlimited Hydroplane photos, slides, scrapbooks from the 50's-60's. Call anytime and leave message, I will return your call. 206-557-0282 leave in

MULTIPLE CLASSIC CAR KIT MODELS. Some 12", some 9" and smaller. Some convertibles and hardtops. Great collection hobby. Metal and plastic. 425-760-2374

Don't delay. 6' cedar planter, all assembled, ready to plant veggies or flowers. Catalogue price is \$300 (assembly required) my price, \$250 if ordered this month only. Fence is extra for climbers, peas or beans. Customer must pick up in Longbeach, WA. \$100 deposit required for materials. Text 360-431-7061 for a pic

HONDA GENERATOR 4500, \$300. Weight bench with 100 pounds weights, \$60. Blowtorch collection, \$100. 2 Minelab 305 metal detectors, \$140. Tesoro St, \$250. Lake Stevens - can deliver. 425-931-1629 no voicemails

Wanted to buy: "UNLIMITED" HYDROPLANE snap shots from the 1950's and early 60's. Also looking to purchase color slides from the 1950's. Call anytime. Leave message 206-557-0282

CEDAR 6' PLANTING TABLE. Waist high, no bending over \$250. With extras, a fence for climbers and soil mix it is \$300. Perlite and peat moss included. (Delivery) Customer must pick up at Long Beach, WA. 309 17th NE. 360-431-7061

EXPERIENCE REAL WELLNESS by using pure, powerful, life-changing therapeutic grade essential oils. Relax, refresh, rejuvenate, motivate, create abundance and more through transformational oils. <https://getoiling.com/JannaKinneer>

777 ROLL-OUT GIVEAWAYS that were given to Ambassadors of Boeing. Pratt & Whitney caps, United caps, coffee cups, pins, coins. Check Offer Up ad. 253-217-6920

TRAINING FOR STUDENT PILOTS. Ground school for private commercial, ATP. FAA certified AGI flexible schedule. Weekend ok. All day. 310-626-3520 nicasioarturo@yahoo.com

NEED AN AWNING COVER for your wood deck, concrete patio, carport for your car or truck, front or back porches? Call Awning Buildings 206-250-7139

PRE-1960 BASEBALL CARDS - Retired member wants to buy pre-1960 baseball cards. 206-954-3039

GARAGE DOORS REPAIRED OR REPLACED. South of Olympia, located at 2100 N. National Ave. Yard Birds Mall space #105. Parts & tools also. Open Sat & Sun. 360-264-6319, 253-569-9532 or 253-261-4933

HOUSE PLANTS: rooted plants & planted ones \$3 to \$5 medium & large ones. Dieffenbachia rooted & planted (dumb cane), spider plants, crown of thorns, African milk tree, ivies, split leaf rhododendron (two large), peperomia starts, planted green - nice plants - will have purple heart. 253-852-6809

CLEAN PLASTIC CONTAINERS 20 oz-80 oz. peanut butter ones .25 each, metal coffee cans, clean with lids .25, plastic ice cream buckets and lids, clean .25 each 253-852-6809

RECORD ALBUMS LAYING AROUND? I will buy them! Rock and roll, blues, funk, metal, jazz, obscure. Those genres wanted. Fair price for good stuff. 206-861-6557

PROPERTY

GREENWOOD MEMORIAL PARK, Renton. I have 4 plots side by side in the Azalea Garden and 1 double headstone for sale. \$1,500 less than retail price on each plot. Great location and beautiful cemetery. Will negotiate the price of the headstone. Call to find out the price. 253-852-6809

VEHICLES

PERFECT FOR RETIRED DRIVER: Automatic motorcycle 2015 Honda, automatic transmission CTX 700 cc, 1,600 miles. Dark blue metallic with saddle bags. \$6,500 in Ocean Shores, WA. 360-590-1024

1979 OLDSMOBILE CUTLESS SUPREME, brown, 95,000 original miles. Straight, never dented, interior and exterior needs TLC. Runs smooth. \$5,000. John 206-852-0295

1994 HARLEY FAT BOY, 36,000 miles. Always garaged and well maintained. Have many receipts. \$4,500. Well below Blue Book. Renton area. 425-277-9270

Circle One:	ANIMALS	ELECTRONICS & ENTERTAINMENT	PROPERTY
	BOATS	FURNITURE & APPLIANCES	RECREATIONAL MEMBERSHIP
	TOOLS	RECREATIONAL VEHICLES	SPORTING GOODS
	HOUSING	MISCELLANEOUS	VEHICLES
	AUTO PARTS & ACCESSORIES		COTTAGE INDUSTRIES

Ad (25 word limit. Please print).

Phone (or Address)

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

Name _____ Clock Number _____

Address _____ Shop Number _____

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

Stewards Help Members Correct Pay and Progression Issues

Continued from Page 1

about your pay like you will so make sure it is right," said Union Steward Jake Stadler, who continues to work issues for members. "It may be a few pennies here or there, but it all adds up to money our members should be receiving."

Steps to submit a Worklife ticket for members to have correct pay issues:

- Access "Worklife"
- Click on "Get Support" just above the Search bar.
- On the left hand side of the screen select "Compensation".
- Then select "Payroll" under categories.
- Then select "Payroll Support" under Item.
- This opens a Worklife Support Ticket. The member should fill out the Support Ticket regarding the Payroll issue and click Submit.

Union Steward Joe Ruth reported two members in his building upon hitting their 12th progression step simply received another 50 cents an hour increase rather than getting the maximum pay that

they have contractually earned. The members filed a ticket in WorkLife and got the situation corrected along with proper back pay, but Joe was available in case there were issues with the WorkLife ticket. Six years is more than enough time in progression so no one wants to prolong and miss out on the final step that can be more than \$14 an hour.

Members have also reported not receiving the proper shift differential. Apparently if they are recalled and placed on first shift for training, when training is complete, they return to second shift; however, the \$1 an hour shift differential may not automatically be added back into their pay; therefore, it is always good to check you are being paid correctly.

If there is an issue, submit a ticket in WorkLife (see blue box left and it should be corrected with proper back pay to when you were recalled, your progression step should have occurred or when you returned to a different shift. If there is still an error, contact your Union Steward for assistance.

Members appreciated assistance from our Stewards in getting their pay, progression steps and shift differential corrected – again demonstrating it pays to be Union.

Accepting the Oath of Office for Council



Dist President Jon Holden (l) administers the oath of office to Local C District Council Alternates Fred Harmon (center) and Derrick Christiani (right).

751 Union Hoodies Available



Members can buy an IAM 751 Hoodie in select sizes at any of the Western WA 751 offices for \$45. Because sizes are limited, you may want to call your nearest hall before coming in to purchase to ensure we have the right size. Wear these union-made hoodies in the shop and show your union pride!

SERVICE TO THE COMMUNITY

751 Volunteers Build Ramp for Bremerton Resident

751 volunteers made the climb a little easier for a Bremerton resident. The 30+ foot ramp required several changes to ensure it was a gradual grade. Volunteers kept at it more than 8 hours to ensure it was perfect so the resident could more easily come and go from their home.

Special thanks to Lowe's who provided a 10 percent discount on the large quantity of wood required for such a long ramp.

The resident, who was the friend of a 751-member's dad, appreciated the hard work and dedication of our volunteers and now has the freedom to come and go from his home unassisted.



Putting the finishing touches on the ramp L to F: Jim McKenzie, Jim Hutchins, Richard Jackson, Charlie Romeo and Larry Hagen.



Building the ramp brought smiles to our volunteers: Diana Noinala, Larry Hagen, Jim McKenzie, Charlie Romeo, Jim Hutchins, Carolyn Romeo and Richard Jackson.



Putting the frame into place: Larry Hagen, Charlie Romeo, Carolyn Romeo, Richard Jackson and Jim Hutchins.



Special thanks to Lowe's Department Store who gave a 10 percent discount to help the resident with wood costs.

Member Contributions Deliver Peanut Butter for Area Kids

Machinists helped spread the love to area kids by donating peanut butter to help feed the hungry. The north end delivered 612 pounds of peanut butter which was delivered to Volunteers of America's Everett Food Bank.

The south end collection delivered 1,538 pounds of peanut butter to the Emergency Food Network in Pierce County.

Thanks to all the members who contributed to ensure the drive was a success.

Paul Richards (l) and Adrian Camez delivered 612 pounds of peanut butter to Volunteers of America/Snohomish County Food Bank after our members donated generously.



Carolyn Romeo, Kim Gifford and Terri Myette delivered 1,538 pounds of donated peanut butter to the Emergency Food Network in Pierce County.

EASTERN WASHINGTON

Members at Central Pre-Mix Identify Issues for Contract

Machinists Union members working for Central Pre-Mix at the Spokane and Pasco locations are preparing for a new contract. In May, members filled out contract surveys in lunch-time meetings to determine top priorities for a new contract.

Utilizing input from members and surveys, union negotiators will open formal negotiations on June 7th with the current contract expiring the end of June. Members are united – recognizing solidarity is key to success at the bargaining table.

These talented diesel mechanics are tasked with keeping the heavy equipment for Central Pre-Mix in excellent running condition. They service and repair various equipment, loaders, bulldozers, mixer and dump trucks to keep things moving at Central Pre-Mix.



Members at Central Pre-Mix took part in lunch time meetings to fill out surveys and identify issues to address in the upcoming contract negotiations.



Raising Money for Guide Dogs

Machinists Union members in the Tri-Cities held their hotdog fundraiser for Guide Dogs of America in the Ranch and Home parking lot, which raised approximately \$1,400 for the charity. Above L to R: Tommy Eldhardt, Jim Henle, Brian Johnson and Mark Shear on the grill.



Machinists Union members working at Triumph appreciated our Union providing a pizza feed for lunch to thank them for their years of membership.

Lunchtime Meeting for Members at Triumph

As Triumph Composites in Spokane continues their wind down to plant closure, our members continue generating profits for this company. Business Rep Steve Warren provided pizza for a lunchtime meeting to thank our members for their years of membership and hard work at the plant.

Of the 48 members remaining on the payroll, all are expecting to be laid-off in the next month or two. It was a rather somber occasion as members talked about the next chapter of their life without working at Triumph. Members were discussing one of three options: retirement, going to work for another aerospace or manufacturing company

or utilizing Trade Adjustment Assistance which our Union has secured. The Machinists Union continues to provide support and assistance as these members transition into the next phase of their life.



At a lunchtime pizza feed from Business Rep Steve Warren, members at Triumph discuss their plans after the plant closes in the next few months.



L to R: Steve Warren, Lowden White, Cory White & Allen Eveland.

Machinists Visible at Bloomsday

As the Bloomsday Run returned following COVID cancellation in recent years, participants and spectators flocked to the event. Local 86 Machinists Union members ensured they had a presence to remind participants we are a vital part of the Spokane community and ready and able to provide rights on the job to any workers interested in securing a brighter future.

Machinist union volunteers handed out info bags to educate others on the benefits of union membership to thousands of runners and visitors.

Local 86 also had a presence in the race with our Corporate Cup team (Dan Brown, Joe Marek and John Warren), who placed second in their division – missing first place by 4 seconds.



Allen Eveland hands out union education/information bags at the Bloomsday event.

“The event is a great way to raise awareness for our union in the community and to educate others on the benefits of union membership and how we are continually striving to provide everyone a better standard of living,” said Business Rep Steve Warren.

Thanks to our volunteers at the event. Photo right: Joe Marek on our team.



Cory White (orange shirt) and Lowden White gave runners union information bags.



John Warren & Dan Brown from our team finished 2nd

Poker Tourney to Benefit Guide Dogs of America/Tender Loving Canines - June 16

Eastern Washington locals are holding a poker tournament that promises to be a fun deal while raising money for the Guide Dogs of America/Tender Loving Canines. The tournament will be Thursday, June 16th, at the Black Pearl Casino and Poker Room (2104 N Pines Rd, Spokane Valley). Registration is from 6 to 7 p.m.; Tournament runs from 7 to 10 p.m.



Entry is \$50 per player (60 seats available). \$1,200 cash final table payout & \$1,000 in prize drawings. Register by Thursday, June 9 to receive an additional \$500 tournament chip. Entry/registration forms are available at all District 751 Union Halls or online at <https://www.iam751.org/easternwaevents>. If you have questions, call 509-534-9690.

Many thanks to the committee that has been planning the event: Allen Eveland, Jerry Purser, John Warren, Ida Auckerman, Darrin Truitt, Mark Shear, Jim Henle, Wallace “PeeWee” Pleasants.

Please join us for a lively and entertaining evening raising money for a great cause.

