The Union continues to get membership feedback on the upcoming negotiations with Boeing. As members “Do the Right Thing” and get involved in Union activities, the Union is processing the information and incorporating suggestions into our overall strategy and proposal.

In late May, Union subcommittees finalized their proposals, based on membership input. After receiving proposals from the four Union Subcommittees (Benefits, Jobs, Workforce and Joint Programs), the Union’s Main Table negotiators are currently working to finalize the Union’s proposal. Union leaders are pouring over input from members - notes from shop floor meetings, suggestions from focus groups, membership comments on surveys, and a host of other media.

Union Steward Pat Perez fills out the most recent contract survey.

Turbulent Times for American Workers

In the past month, workers have taken center stage at United Airlines, Boeing Wichita, and Alaska Airlines.

Bleak Skies Ahead for United’s Pensioners

In the largest pension default in American history, United Airlines won approval to terminate four employee pension plans underfunded by $9.8 billion. Under the ruling, the Pension Benefit Guaranty Corporation (PBGC) will assume responsibility for the plans covering 134,000 retirees and dependents. PBGC will take on $6.6 billion of United’s pension obligations meaning retired workers will see vastly reduced pension checks.

The Union will present our formal proposal to the Company on Friday, June 10 - several weeks earlier than usual. This will give additional time for negotiations.

At the contract opener on June 10, rules for bargaining will be established, which include reaching an agreement on a date to receive the Company’s last, best and final offer. The Union is pushing to get the proposal at least three days before the vote so members will have ample time to review the proposal and get answers to any questions they may have.

A third survey was distributed in May asking members to indicate their level of support for various issues. Pointed questions were also included asking members to name an acceptable pension amount.

Speaking up makes a difference – that is the lesson learned recently in Renton. Boeing proposed to offload a small package of work on the 737 final assembly line. Union Work Transfer Reps Heather Barstow and Jim Darrah investigated the proposed offload. With input from 751 members Doug Bunger, Don Snyder and several other members, our reps accurately portrayed all aspects of the work, which cancelled the offload, kept the work with our members and ensured Boeing followed the process outlined in Section 21.7 of our contract.

“It was nice to know there is a team fighting for us to stop offload,” stated Don Snyder, who regularly does the work.

The package proposed for offload represented only a portion of one member’s work each day; however, every bit of work is important and could ultimately save a member from layoff. The proposed offload in this case involved feederline work for the installation of six 737 Nose Gear Access Doors per plane. Our members unwrap and clean the doors before applying Corrosion Inhibitor Coating (CIC) to each door prior to installation. In addition, members put a decal on door three and procure or kit the bolts and hardware needed to install the doors on the plane.

Per 21.7 of our contract, Boeing must notify the Union of any potential offload 180 days in advance and allow the Union to make alternative proposals to keep the work in-house. In theory, Boeing then selects the

Tune Up Training

Joint Programs delivers special training to automotive technicians

Efforts Against Airbus

Senator Murray updates members on her activities to level the playing field with Airbus

Union Closes Door on Proposed Offload

Access Doors per plane. Our members unwrap and clean the doors before applying Corrosion Inhibitor Coating (CIC) to each door prior to installation. In addition, members put a decal on door three and procure or kit the bolts and hardware needed to install the doors on the plane.

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Continued on page 12
Two-Way Communication Vital to Negotiation Process

by Mark Blondin, District President

As we continue to prepare for the Union proposal for the next round of bargaining at Boeing, we are reminded that this round of bargaining at Boeing is about “Doing the Right Thing” and that means preserving the quality of life for our members. Yet, we can only do that if members participate.

I want to thank every member that has participated in the survey—by filling out a survey, attending a shop floor meeting, taking part in a focus group, speaking to Union officials or passing a message on through your Steward. We take all input into account, as we put together the formal proposal to present to Boeing. The Union’s comprehensive proposal will cover the topics you have identified are important for this round of bargaining – pension, health care, vacation and sick leave, job security, COLA, team leader, as well as a number of other issues.

Securing a fair contract requires commitment—not just from those of us sitting at the bargaining table, but from every member on the shop floor. All of us must Do the Right Thing. Union Reps and stewards have committed the time and energy into providing better communication in this round of bargaining. They are holding shop floor meetings on all three shifts. These will continue throughout the negotiation process to ensure two-way communication is maintained.

Yet members need to step up their commitment, as well. The Union is asking members to sign a pledge agreeing to do their part to get a good contract. Stewards will be passing out these pledge cards that also include a calendar of important dates and ways to stay informed. Again, commitment will be key.

We are monitoring the situation in Wichita very closely and speaking with Union Reps there often. We will continue to offer our support. Regardless of the outcome in Wichita, it does not change our issues or strategy to get Boeing to “Do the Right Thing” in this round of bargaining.

The situation at United Airlines and their pension default has raised lots of questions from the membership. Be aware, it is a very different situation. Their plan was rejected the five-year offer, which included wage and benefit cuts and increased health care premiums. As the Aero Mechanic went to print, the situation was still unresolved. Despite Onex insisting it would walk away from the table if members rejected the offer, Onex reported they were “reviewing our options and want to give them careful consideration before making a determination about the next steps.”

Regardless of the outcome in Wichita, it does not change our issues or strategy to get Boeing to “Do the Right Thing” in this round of bargaining.

Alaska Airlines Offloads Ramp Jobs

Claiming economic hardship, Alaska Airlines locked out its 472 Ramp and Stores employees in Seattle on May 13 and contracted the work to a ground services firm. The lockout came only a day after Alaska Airlines management assured IAM negotiators the company wanted to continue contract talks. The IAM immediately filed suit to prevent the company’s move. There will be a hearing on June 2 in U.S. District court in Seattle.

The lockout galvanized the 3,500 IAM-represented employees at the airline, as well as flight attendants and pilots. While hundreds rallied outside the airline’s shareholders meeting, dozens more were inside letting shareholders know how the airline’s actions were affecting the employees. This was followed by an all-day picket of company headquarters.

There has been a groundswell of community support for locked-out employees, including many 751 members hitting the streets beside their Union brothers and sisters. In the months preceding the lock out, 751 members repeatedly bolstered their picket lines. Not exactly the hometown airline Alaska portrays in their radio ads.

Wichita Rejects Offer

On May 24, Machinists Union members in Wichita rejected Onex’ contract proposal, focusing on the purchase of the Boeing fifty. Seventy-five percent of the members voting at the Kansas Coliseum originally promised. Many analysts predict the ruling will trigger a domino effect on pension plans nationwide, particularly in the airline industry as other legacy carriers seek bankruptcy protection to slash their pensions costs.

Members questioned if Boeing’s pension cut could suffer a similar fate. Not likely because the circumstances at United are very different than Boeing. Companies must be in extreme financial distress before they can terminate pension plans and turn them over to the Pension Benefit Guaranty Corporation (PBGC) to administer.

Letters to the Editor

Quit Blaming Others - Take Action to Affect Change

What is wrong with people? Have we become too complacent with ourselves? Where is the fight? Where is the common sense? These are tough questions that only you as an individual can answer. You work for a Company that pays a decent standard of living wage ONLY because of the sacrifices others made for you in the past. Yet some of you continue to complain about “what has the Union done for me lately.”

It is all about me, isn’t it? “What has the Union done for me lately?” It is all about me, isn’t it? “Is the Union itself any less harmful than staying the same”. If you continue to support the Wal-Mart mentality, continue to do nothing for our community, our Teamster membership, your children and your children’s children.

The lockout galvanized the 3,500 IAM-represented employees at the airline, as well as flight attendants and pilots. While hundreds rallied outside the airline’s shareholders meeting, dozens more were inside letting shareholders know how the airline’s actions were affecting the employees. This was followed by an all-day picket of company headquarters. There has been a groundswell of community support for locked-out employees, including many 751 members hitting the streets beside their Union brothers and sisters. In the months preceding the lock out, 751 members repeatedly bolstered their picket lines. Not exactly the hometown airline Alaska portrays in their radio ads.
Members Deliver Message to Washington Delegation

by Kevin Mims, District Legislative Committee

District 751 delegates arrived in Washington, DC hoping to make a difference to the members represented by the IAM in Washington state. Some of the issues directly facing us were Airbus launch aid, 767 tankers, problems with B.P.A. and the effects on the aluminum industry. We also tackled issues such as Social Security, health care and pensions, as well as outsourcing and the new free trade menace known as CAFTA (Central American Free Trade Agreement).

The conference opened with a passionate speech from International President Tom Buffenbarger. Tom brought the crowd to its feet with his comments on defeating privatization of Social Security, the rising costs of health care and its impacts on our members, and the importance of protecting our pensions. Tom reminded everyone that it is our responsibility to engage our friends, family and coworkers on the issue of Social Security.

We were grateful to have various members present to address us on the issues concerning working Americans such as Social Security, CAFTA, and the rising costs of health care.

On Tuesday, May 10, our delegation participated in the AFL-CIO Industrial Union Council Legislative Conference. There were several rousing speeches from prominent officials on topics which included the Freedom of Choice Act to allow workers the right to organize without the harassment they currently face under today’s rules and laws, Social Security, CAFTA, and rules to prevent allowing non-American primary defense contractors. We were also privileged to have Senator Hillary Clinton (NY-D) and Howard Dean (chair, DNC) address the conference. Both spoke about news that United Airlines had abandoned their pension plans and also the President’s plan to privatize of Social Security.

The afternoons were dedicated to meeting with our Congressional reps on Capitol Hill. We received very positive feedback from our reps regarding launch aid and Social Security. In addition, 751 delegates discussed the Central American Free Trade Agreement (CAFTA), the importance of preserving the American aerospace industry, and passing legislation to strengthen pension plans in this country.

Thanks to the following who repre- sented 751: District President Mark Blondin, Secretary-Treasurer Bruce Spalding, Political Director Linda Lanham, Brett Coty, Rick Humiston, Victor Hebert, Kevin Mims, Ronnie Benthke, Clifton Wyatt, Mark Little, Tony Perry, Roy Wilkinson, Jim Darrah and Kent Sprague. One of our other agendas was to meet with two of our new freshmen Congressional Reps Dave Reichert (R-8) and Kathy Morris (R-5). Unfortunately, we were unable to meet with Rep McMorris due to the evacuation of Capitol Hill.

I would just like to close by saying that everyone represented by the members who attended should be very proud of the work the delegates performed. We met and discussed issues facing workers in Washington State and got commitments for opposing legislation that would hurt the workers of our state.

751-F delegate Victor Hebert noted, “Our Washington State Congressional Delegation understands the importance of having a good job, raising a family in a safe environment, and the future we want to give our state. I felt we got our point across to each and every Represen- tative we spoke with. I saw first hand the importance of talking to these people face-to-face.”

Insight Photo: District President Mark Blondin talks with U.S. Senator Maria Cantwell. Above: L to R: Roy Wlikinson, Brett Coty, Victor Hebert, Mark Blondin and Congressman Jim McDermott discuss Social Security.

Murray Continues Fight Against Airbus

U.S. Senator Patty Murray spoke to several hundred members at the Union hall on May 5 about the importance of leveling the playing field with Airbus. She has been leading the charge and pledged to continue to fight to preserve American aerospace jobs.

“We’ve got to stop the subsidies,” Murray said. “Airbus has been breaking the rules for years, and their illegal tricks have cost us jobs.”

She also attacked Air- bus for what she called a “false PR campaign” aimed at convincing Con- gress to award it U.S. military contracts.

She updated members on her actions and noted she is attacking Airbus on three fronts.

“First, we’re fighting the subsidy issue,” she said, adding that the subsidies must stop. Sec- ond, I’m fighting Airbus’ PR campaign. They’re try- ing to convince U.S. lawmakers that Airbus creates American job say that Airbus is an American company. We know Airbus tries to destroy American companies and jobs, so I’m pushing back,” Murray de- clared. “And third, I’m showing everyone that Airbus is no friend of the U.S. when it sells weapons to our enemies.”

She was a catalyst to get the U.S. to pull out of an outdated treaty that allowed Airbus subsidies and has worked closely with the U.S. Trade Rep to negotiate to make the outdated treaty that allowed Airbus subsidies and has worked closely with the U.S. Trade Rep to negotiate.

She added that Airbus is lying about its impact on American jobs. Murray has had strong dialogue with Airbus, the Commerce Department, the Defense Department and others to expose Airbus’ phony job numbers. She noted that last month the Commerce Department re- leased an exhaustive study on the U.S. Jet Transport Industry. The 150-page report concluded: Airbus is not an American company and does almost nothing to support the hundreds of thousands of American workers who work in this important industry.

Murray added she will continue her efforts and noted she has a special section on her website dedicated to aerospace issues. You can track her floor speeches, read her letters and charts and get e-mail updates by visiting: http://murray.senate.gov/aerospace.

Tell Congress to Act Now on Pension Fight

On May 11, a bankruptcy judge in Chicago approved allowing United Airlines to abandon its pension obligations. However, the battle to save pension benefits for U.S. airline workers is far from over.

Airline executives are moving full speed ahead with a nation-wide campaign to dump their pension commitments on the Pension Benefit Guaranty Cor- poration (PBGC), a small federal agency that was never designed to survive such an assault.

The impact of multiple pension terminations – first at the airlines and then across America – is designed to make all pension plans vulnerable while corpora- tions pocket billions in pension benefits that rightfully belong to U.S. workers and their families.

The IAM is on the front line of this fight, battling in court, in the streets and in Washington D.C., to halt this corporate campaign that will make the scandals at Enron and Tyco look small by comparison.

IAM members should urge elected representatives to support HR 2327? This emergency legislation, introduced by Rep. George Miller (D-CA) and Rep. Jan Shadakosky (D-MI), would impose a six-month moratorium on pension plan terminations, including the recent abomination at United Airlines. The legis- lation would also provide union reps time to bargain on behalf of their members and give lawmakers an opportunity to protect taxpayers from the conse- quences of a Savings & Loan-type disaster at the PBGC.

Don’t let greedy corporate executives get their hands on America’s pensions.
When thousands arrived at Qwest Field on May 1st to take part in the March of Dimes WalkAmerica fundraiser that raised $1.6 million, few gave much thought to the many hours of setup to prepare the field for the event. It was 751 volunteers (along with family and friends), who worked behind the scenes to setup the field.

751 volunteers (many went straight from the VRP banquet) arrived at Qwest Field at 8:30 p.m. Saturday night and worked into the early morning hours. They proceeded to cover the entire field with tarps and a port-a-field cover before setting up the vendor booths. This procedure normally takes 14 to 16 hours.

The March of Dimes couldn’t thank the Union enough, they wrote, “You have an incredible group of Machinists Union members at District 751 who saved the March of Dimes’ largest fundraising event WalkAmerica! They were the most professional, dependable and hard working volunteers that I’ve had the privilege to be associated with. The stadium personnel didn’t have their act together but the Machinists Union took control and made it happen. They impressed the heck out of everyone!! They worked every inch of the field and worked with passion and camaraderie. They showed excellent teamwork, used leadership in how they tackled a big project, and demonstrated caliber workmanship ... all with great spirit and attitude. They were an absolute joy to work with and are simply top notch.

District 751 has made a lasting difference for Washington’s families. They went above and beyond the call of duty ... they are truly the best!”
Members Recognized for Volunteer Efforts

751 members are continually out in the community volunteering their time to make Puget Sound a better place to live and make life easier for the residents. The Union recognized members and their families who have volunteered to make a difference at the annual Volunteer Recognition Program (VRP) banquet on April 30th.

While everyone was applauded for their efforts, awards were given to the top three volunteers in the member, steward and officer category (see chart right). Yet family members, who took part in the projects, were also honored. In 2004, volunteers participated in 76 different community events around Puget Sound – more than one per week. Projects included everything from sorting food donations, building wheelchair ramps, constructing playgrounds, putting up retaining walls, painting buildings, road clean-ups, serving meals at missions, Salvation Army bell ringing, raising money for Guide Dogs of America and taking part in the Breast Cancer Walk, plus many more events. A slide show gave a brief overview of the scope and nature of these projects.

The impact of these activities on the community cannot be measured. 751 was nominated for the City of Destiny award for its continual effort on community service projects.

The highlight of the banquet was the presentation of the “True Trade Unionist Award” which is given to an individual who demonstrates the characteristics of a true trade unionist whether he be volunteering or going beyond the call of duty as a Union member. Jason Redrup was presented the “True Trade Unionist Award” for his tremendous volunteer efforts on community service and other Union programs. Labor Liaisons from King and Pierce County United Way spoke at the banquet praising 751’s volunteer program, which has set the standard for other unions throughout the region and inspired other unions to start community service programs.

Special thanks to the VRP Committee who work diligently throughout the year to coordinate events, encourage participation and put together the awards banquet. Committee members include: Garth Luark, Heather Barstow, Howard Churchill, David Henry, Garth Luark, Ed Lutgen, Rick McKinney, Vennie Murphy, Jason Redrup, Duane Roop, and Kent Sprague.

If you would like to sign up for an event or get added to the VRP mailing list, please call Kay at 206-764-0340 or 1-800-763-1301, ext. 3340.

District President Mark Blondin (center) honored family members who took part in volunteer events throughout the year.

Wheelchair Ramps Make the Climb Easier for Area Residents

Every month, 751 members are out in the community making life easier for area residents. The wheelchair ramps we build have an enormous impact on the residents. In the past month, members built two ramps for Seattle area residents, one in Everett and one in Tacoma. The Everett family was overjoyed at the work and wrote the following thank you letter.

“On Saturday, a whole bunch of folks came out to my mom’s house and built an awesome wheelchair ramp for her. We were very impressed with the amount of people who came to help and how well they all worked together to get it done. It probably only took 3 1/2 hours to complete the ramp! Clean up and all. Everybody was very nice and careful with my mom’s yard and plants, as they realized how important those things are to her. It is really hard to express how thankful we are for all the services that were provided. The organization that you support does a wonderful thing for people in need. As do you and all the volunteers from Boeing who give their time for free to tackle some complex issues for people. It may not seem complex when you’re on the outside, but in my case and my mother’s case, complex doesn’t even describe the hurdles in the road for us. I hope you can pass this on to everyone involved and let them know that each of their contributions is meaningful and makes a huge difference in people’s lives! Thanks again from the bottom of our hearts! Cori, Ryan, Chris and Colton.”

P.S. My three year old is also having a ball with the ramp! He keeps wanting to go over and play on it and pretend that he is a troll living under the bridge.”

The Everett resident was overjoyed at the ramp members constructed and wrote a heartfelt thank you note.

Members put in the final piece of a recent ramp to help a wheelchair bound child.

Dave Henry cuts the wood while Bruce Burns and John Davis frame the construct.
COMMUNICATION

We want to see Union reps on the shop floor more. Visibility helps spark solidarity and gets members talking about the contract.

Keep the Union Stewards informed. Ask Stewards to speak up in crew meetings to give the Union’s perspective and information.

Get more information to second and third shift employees. More face-to-face contact with Union officials. Many times we feel left out.

This contract we need more face-to-face communication. We need a stronger Union presence on the shop floor. Have Union negotiators do regular walk throughs. A meet and greet would make members feel more involved.

Get real information at a rally – not just a pep talk. We need to find out what is really going on in negotiations when we attend a rally.

RETIREMENT

COLA for retirees is the #1 issue for me. How do the younger employees get ahead if I don’t retire because I can’t afford it?

VIP match must be increased to at least the level of other payrolls. Also increase pension.

Overtime, bonuses and shift differential should be credited toward retirement.

All prior service should count toward pension. Don’t penalize us because Boeing didn’t recall us before our Category A rights expired.

Give us same percentage on retirement as executives. When they leave the Company (even under bad circumstances), they get a bonus.

Better early retirement option - say age + service = 75 or 80. That type of plan is better.

Pension should be percent of pay rather than a flat dollar amount. If everyone gets $60, the higher grades take a bigger hit in retirement.

Put a poison pill in retirement so Boeing won’t sell us off like Wichita. Change language so any employee, not voluntarily terminating, can retire at 55 years without 6% penalty per year before age 65.

Increase surviving spouse benefit and change qualitative language. Currently, if a Boeing worker dies before age 55, they are considered voluntarily terminated from Boeing.

TEAM LEADER

Boeing preaches to us about ethics, then they implement a team leader program with no guidelines so it is different in every shop. It is a way to reward suckups and favorites. Is that an ethical upgrade system?

Team leader has hurt morale and is divisive. A happy workforce is far more productive.

MISCELLANEOUS

Double the layoff benefit to deter future surplussing.

Eliminate retentions. They are not used as intended – to retain skills and knowledge.

Get Letters of Understanding out of the contract. They are some of the most damaging language, i.e., team leader, material delivery, offload.

Offer disability insurance so you have protection if a life-altering injury/illness occurs.

Increase life insurance to two times the annual wage, like most other employees already have.

Are our lives worth less than a SPEEA member?

Designated overtime sucks – especially with only two-hours’ notice. Build airplanes on regular time.

I have been employed at Boeing for 19 years – yet there never seems to be improvements in vacation and sick leave. Everyone I talk to wants more time with their families – more time off.

Allow IAM to collect and utilize sick leave and vacation on a monthly basis.

There is so much gray area in the contract. Need simpler language everyone can understand and then it will be interpreted the same.

Union Continues to Gather

Continued from page 1

and indicate the top three issues that determine how they vote on the final offer. Early returns indicate a high participation rate in the shops.

Focus groups have members talking about issues. Members attending focus groups were excited at the one-on-one chance to give direct input to the Union.

In Auburn, one member noted, “The focus groups are a great idea. We had open, honest discussion of issues. I appreciated hearing what others are thinking. It was clear the Union would advocate for input. As reps, a lot of the information is not shared until late in the game.”

As we head toward the Strike Sanction Meeting at Safeco Field on Wednesday, July 13, members are encouraged to provide direct input. The more people who participate, the more powerful the voice of the Union will be.

Get Your ‘Right Thing, Right Reason’ Commitment Wristband at Strike Sanction

Pledge your commitment to get a fair contract by attending the Strike Sanction Meeting at Safeco Field on Wednesday, July 13.

Members attending on July 13 will receive a “Right Thing, Right Reason” Commitment wristband. Wearing the wristband shows you are committed to obtaining a fair contract.

Wear the “Right Thing” wristband every single day to take a stand to get a fair contract and tell Boeing to “Do the RIGHT Thing” in negotiations.

Business Rep Sue Palmer (r) answers questions from the members at a shop floor lunch time meeting in Everett.
Every Wednesday from June through the contract vote will be Union Shirt Day. This kind of solidarity sends a message to Boeing we are unified in getting a fair contract and want them to “Do the Right Thing.”

Black (100% pre-shrunk cotton) contract t-shirts are available for $10 and in sizes medium through 4XL. Choose from two designs for your “Doing the Right Thing” t-shirt. Shirts are available at the Union halls or Union meetings in June. Do the Right Thing and get yours today!

**How Much Is It Worth To Get...**
- Better pension
- Good health care
- Sick leave and vacation
- Strengthened job security
- Protection against inflation

It takes a commitment from every member. Do the Right Thing and do your part to obtain a fair contract...
- Sign your pledge card
- Attend Strike Sanction - July 13
- Bring family and friends to “The Truth Rally.” August 21
- Vote on final offer - September 1

If you have any questions, feel free to contact us here in the Puget Sound?

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<tr>
<th>Q&amp;A</th>
<th>More Questions from the Floor</th>
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<tbody>
<tr>
<td>How does the Wichita sale affect us here in the Puget Sound?</td>
<td>Although the commercial side of Boeing Wichita is in the process of being sold, the military side of Boeing Wichita still falls under our corporate agreement (contract) and therefore the members in Wichita working at Boeing will be part of this round of negotiations. On May 24, members there rejected the initial offer, but the outcome was not determined when the paper went to press. The sale will not impact our issues or strategy for this round of bargaining.</td>
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<tr>
<td>With the recent situation at United Airlines and their loss of pension, can a similar situation happen here at Boeing?</td>
<td>Not likely because the circumstances at United are very different than Boeing. Companies must be in extreme financial distress before they can terminate pension plans and turn them over to the Pension Benefit Guarantee Corporation (PBGC) to administer. There are laws that must be adhered to by companies, but we have seen companies do away with their pension plans. So, yes it is possible, however, due to the fact that Boeing’s plan governs much more than just our membership and it is a profitable Company, it is very unlikely. The bottom line is that if the pension is in the control of the Company, there are a lot of potential possibilities and no one can predict the future.</td>
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<td>What informational resources are available to me?</td>
<td>Union Stewards, Business Reps</td>
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<td>How can I help in the negotiations process?</td>
<td>Participate and stay informed - this is your contract. Membership support will have a direct correlation on what Boeing offers at the table. Do the Right Thing and take part in the discussions, rallies, surveys and other events showing solidarity. Wear the appropriate items at the designated times in unity with your brothers and sisters. Provide feedback through your Union Steward and Business Reps. Speak up in crew meetings and talk about our issues on the shop floor to management! Let them know we want significant increases in pension, to maintain and improve health care, and other important issues!</td>
</tr>
<tr>
<td>What will it take to get a better contract?</td>
<td>Our number one bargaining chip is your knowledge, skills and ability to the threat of withholding your labor. As a worker, that is where our collective strength comes from. Attend the Strike Sanction meeting, bring family and friends to the Truth Rally, and tell management what you want in a contract.</td>
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**Contract Calendar**

**June 10 (Friday):**
Union presents proposal to Boeing. Formal negotiations begin.

**July 13 (Wednesday):**
Union presents proposal to Boeing. Formal negotiations begin.

**August 15 (Monday):**
Round-the-clock bargaining begins.

**August 21 (Sunday):**
Join Union negotiators at “The Truth Rally.” Get the truth, then you decide. 1 p.m. Angle Lake Park, SeaTac.

**September 1 (Thursday):**
Vote on final contract proposal.
Family Day at Wenatchee Alcoa Plant

IAM members working at the Alcoa plant in Wenatchee brought family and friends to the factory for a day of fun on April 13. Over 900 employees and guests attended the event to celebrate restarting production of aluminum at the plant.

Games, food and prizes greeted the crowd as they entered the facility. It was a day of fun for all who attended. There were plenty of hot dogs, hamburgers, chicken and cotton candy.

Huge blow-up slides and bouncy houses entertained the kids for hours. There was also face painting, games, raffle drawings and music as well as other entertainment. The plant took on the atmosphere of a carnival or fair.

Those attending were also treated to tours of the plant, as employees explained their role in aluminum production.

Employees also had a chance to win a variety of door prizes including a 4-wheeler and a dual sport motorcycle.

The event was a thank you for all the hard work that went into getting the plant back up and running and producing aluminum ahead of schedule.

One of the kids enjoys the cotton candy.

Members Accept Oath of Office in Local E and Local F

Legislative Council Programs Executive Co-Director Gary Jackson at the May Local E meeting.

Oath of Office in Members Accept Morris at the May meeting.

Local F Vice President Garth Luark (r) accepts the IAM members and attendees.”

Some highlights will include: the famous mail bag carried in 1919 by Boeing, Sr., and Eddie Hubbard during the first international U.S. Air Mail flight from Vancouver, B.C., to Seattle; and a small wooden fragment—and the only piece known to exist—of one of Boeing’s first two aircraft. The exhibit storyline ends with the anti-trust break-up of United Air Transport Corporation and Boeing’s retirement from the company and the industry in 1934.

A large portion of the new Red Barn exhibit will recreate the active, original shop floor that once filled the building. The Museum commissioned the construction of a wooden Boeing Model C fuselage, and Museum volunteers have welded an authentic steel-tube Model 40 fuselage. Surrounding these important aircraft-in-progress will be the tools of the trade for airplane building in the early twentieth century—woodworking machinery, lumber, benches and hand tools, welding gear, carts and other workshop materials.

Come down in June to experience The Boeing Story—the latest chapter in the Red Barn’s constant evolution—and see how union jobs build strong communities.

Show-goers took home almost a million dollars worth consumer goods, groceries and prizes. All visitors took away something—trinkets and gadgets, toys, puzzles, tools, first-aid kits or just good feelings. The public got to see many live demonstrations by skilled union workers, which included performing brick and tile laying, “high iron” construction, cake decorating, electrical wiring and safety checks and sheet metal work.

The Boeing Story 1916-1934 exhibit opens in the Red Barn at the Museum of Flight on Saturday, June 18.

The Museum of Flight’s Red Barn Re-Opens

The William E. Boeing Red Barn® at The Museum of Flight has seen a lot of changes over the years. When the young Seattle timber baron, Bill Boeing, bought it in 1909 from failing shipbuilder Edward Heath for “$10 and other considerations,” he did so to ensure completion of his personal yacht, the Taconite. In 1916, after Boeing was bitten by the flying bug, he headquartered his new company, Pacific Aero Products, in the barn and began building airplanes there. In 1975, this historic structure boarded a barge for its mile-and-a-half journey up the Duwamish River to Boeing Field, where it became the first permanent home of the Bagging Museum of Flight, opening to the public in 1983.

Now the Red Barn is seeing more change, as the Museum completely revamps the displays on the first floor. The exciting new exhibit, entitled The Boeing Story: 1916–1934, opens on Saturday, June 18th. The exhibit will focus on William E. Boeing and the first two decades of the Boeing Airplane Co. The story begins with Boeing’s introduction to the new world of aviation and his move to the Seattle area. Visitors will encounter many new stories about the man who built one of America’s most important companies, including insight into his personal motivations and the many challenges he faced on his road to success. Rare loaned artifacts from The Boeing Company Archives and from the Boeing family will be displayed alongside treasures from the Museum’s own collection.

Some highlights will include: the famous mail bag carried in 1919 by Boeing, Sr., and Eddie Hubbard during the first international U.S. Air Mail flight from Vancouver, B.C., to Seattle; and a small wooden fragment—and the only piece known to exist—of one of Boeing’s first two aircraft. The exhibit storyline ends with the anti-trust break-up of United Air Transport Corporation and Boeing’s retirement from the company and the industry in 1934.

A large portion of the new Red Barn exhibit will recreate the active, original shop floor that once filled the building. The Museum commissioned the construction of a wooden Boeing Model C fuselage, and Museum volunteers have welded an authentic steel-tube Model 40 fuselage. Surrounding these important aircraft-in-progress will be the tools of the trade for airplane building in the early twentieth century—woodworking machinery, lumber, benches and hand tools, welding gear, carts and other workshop materials.

Come down in June to experience The Boeing Story—the latest chapter in the Red Barn’s constant evolution—for yourself. Exhibit opens to the public on June 18th. IAM members are eligible for the Museum’s lowest family membership, which includes admission to the Museum for up to four individuals, plus 10% off merchandise and food, plus a special family gift. For more information visit the Museum of Flight’s website or call (206) 728-3200.

Show Highlights Good Union Jobs

Officials of the Oregon Convention Center estimated that more than 200,000 people from up and down the Northwest coast visited the 2005 Union Industries Show. Most came from Portland and its suburbs. The initial surge of visitors Friday morning was a mix of school kids, retirees and working folks – many of them slipping away from their jobs – for a quick look at how union jobs build strong communities.

Show-goers took home almost a million dollars worth of consumer goods, groceries and prizes. All visitors took away something—trinkets and gadgets, toys, puzzles, tools, first-aid kits or just good feelings. The public got to see many live demonstrations by skilled union workers, which included performing brick and tile laying, “high iron” construction, cake decorating, electrical wiring and safety checks and sheet metal work.

The William E. Boeing Red Barn® at The Museum of Flight on Saturday, June 18.

The Boeing Story 1916-1934 exhibit opens in the Red Barn at the Museum of Flight on Saturday, June 18.
Retired Club Minutes for May Meeting

by Carl Schwartz, Retired Club Secretary

At the May 9 business meeting, Al Wydick called the meeting to order at 11 a.m. The Lord’s Prayer was said followed by the flag salute and the singing of “God Bless America” led by Ruth Pender.

Roll Call of Officers: All officers were present. Minutes were accepted as printed.

Communications: Tom O’Brien brought information on a wellness and memory program. A speaker will be at the July 11th meeting.

Financial Report: The Financial Report was accepted as read.

New Members: The Club welcomed the Harveys from Florida as guests.

Business Rep’s Report: Business Rep Zack Zaratsian wished all the members a happy Monday’s Day. He stated how special mothers are and how they teach us things like respect, how to love and how to share and many other things that make the world a better place in which to live.

He noted that some of the Boehing negotiators must not have learned those lessons. He presented some talking points and encouraged retirees to write letters to Boeing executives encouraging COLA for current retirees and maintaining retiree medical. We need to pressure the company into doing the right thing for the people who built this Company.

Zack reported the last increase in pensions for existing retirees came in 1989 when retirees got a $1 per year of service increase in their pensions. Boeing needs to share their profits with retirees and ensure they can live with dignity during their retirement years.

Health & Welfare: Ill brothers and sisters this past month included: Bert Hilmo.

A moment of silence was held for the following retirees who have passed away: Robert Apeland, Carol Bagnell, William Basche, William Levy, William Lesher, Daniel McMonagle, William Raubits, Oriss Rogers, Edward Stein, Manson Vanhee, and Donald Westgard.

Sympathy cards were sent to the families.

Calendar of Events: June 6 - Bingo June 13 Business Meeting June 20 Bingo June 27 Bingo

Good and Welfare: John Guevara spoke about the House Energy Bill that passed, which does nothing to resolve the energy problem. It gives $8.1 billion in new tax breaks to oil companies, which are already swimming in cash.

Exxon Mobile’s profits are up 44%, Royal DutchShell are up 42%. According to the business pages, the biggest problem facing oil executives is what to do with their cash. There is nothing about conservation, high fuel-efficiency standards or putting money into renewable energy sources.

Their answer to “energy independence” is to drill in the Arctic National Wildlife Refuge (ANWR). Yet the total oil under ANWR is 1 billion barrels less than this country uses in a year.

With demand for gasoline spiking worldwide, with the economies of both China and India growing at staggering paces, with the world somewhere near its oil peak now, our dependence on oil is only going to get worse and more expensive. We should be looking at renewable energy sources. Yet this Administration wants to bring back nukes and create radioactive toxic waste for tens of thousands of years. Once again, this Administration has failed to address a problem, but managed to reward it’s friends in the oil business. These obscene profits of the oil companies should make us all mad than hell because we pay the price.

Tom O’Brien noted everyone should check the deductibles on their retirement check very carefully. Deductions are coming out that shouldn’t, so be aware.

Kristoffer Rhodes from the Memory Wellness Program will be speaking at the July 11th retirement meeting.

Unfinished Business: None.

New Business: None.

Birthdays: The Club celebrated the following May birthdays: Helen Miller, Charles Nelson, Irene Nelson.

Adjournment: Adjourned at 11:55 a.m.

June 2005

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Retirees

Congratulations to the following members who retired from Boeing:

Albert Alderman
Judith M. Behl
David J. Brayer
Clemente G. Calimlim
Stephen L. Callahan
Jerry D. Donaldson
Rickey W. Knox
Donald D. LaMore
Joann J. Martin
Ron D. McGaha
Larry R. Nelson
Richard L. Oliver
Donald C. Ollinger
Ronald E. Ostrom
 Ross D. Patty
Steven B. Price
James D. Reiner
John H. Saunders
Karen W. Simons
Kathleen Townsend
Cecil Tucker
Melford E. Uphuruch
Robert J. Wolsky
Jerry D. Woods
Lloyd L. Worster

Retiree Picnic Monday, August 15
Woodland Park, Stone 6
Seattle – 59th & Aurora Ave N.
Begins at 11 a.m.
Lunch at noon

Mark Your Calendar

The July 11th Retired Club Business Meeting will feature speaker Kristoffer Rhodes from the Memory Wellness Program. Meeting is held at the Seattle Union Hall (9135 15th Pl. S.) at 11 a.m. in the Seattle Union Hall (9135 15th Pl. S.)

Senior Politics

by Carl Schwartz, Retired Legislative Chair

Carl Schwartz reported the District Officers are all involved in preliminary contract negotiations — and our hope for a cost-saving feature in our pensions is part of the negotiations. All of us will be supporting and helping as much as possible. Be sure to read your Aero Mechanic to keep on the progress of negotiations.

One of the issues federal judges have been ruling on is pension obligations, and health care commitments made by corporations. There is no question that some of the Bush appointed right-wing judges rule in favor of the corporation — every time. That’s why the ongoing debate over Senate confirmation of judges is so important to all of us.

Battle to Privatize Social Security Continues

The glaring divide between Republican and Democratic proposals for Social Security was on display when the House Ways and Means Committee held a recent hearing. Several Alliance for Retired Americans members attended the hearing. Though they do not need Democratic votes to get a bill through their chamber, House Republicans were clearly frustrated with Democratic opposition to privatization because they would prefer a few Democratic votes to provide political cover in the 2006 elections. Democrats insist they will not negotiate Social Security’s solvency until private accounts, which would require massive government borrowing and weaken Social Security’s financing, are taken off the table. Ways and Means Chair Bill Thomas (R-CA) is pushing to have legislation completed by the summer. He said he wants a broad package of changes that deal with retirement security in general. President Bush has made Social Security his top domestic priority, despite polls that continue to show a majority of voters disapprove of his plan for private accounts.

For all the President’s efforts to mobilize grassroots support for his privatization plans, public opinion continues to drop. A recent Gallup poll revealed President Bush had sunk to new lows on Social Security with only 35% of Americans approving his proposals while 58% disapprove.

Budget “Borrowing” Another $150 Billion of Social Security Surplus

Tucked away in the fine print of the budget resolution recently passed by Congress, Social Security’s $150 billion annual surplus was transferred, yet again, to the government’s operating expenses. Social Security’s Trust Fund has accumulated a $1.7 trillion surplus thanks to President Bush’s policies. Yet the money is being continually borrowed at an alarming rate. The government’s operating expenses.

Social Security’s Trust Fund has accumulated a $1.7 trillion surplus thanks to legislation passed in 1983 that built reserves to anticipate retiring baby boomers. Since taking office in 2001, the Bush administration has borrowed almost $700 billion from the Trust Fund while enacting massive tax cuts that have cost the government more than $800 billion. In fact, the cost of tax cuts for the top 1% of Americans would cover Social Security’s future shortfall. This year’s budget resolution includes, at President Bush’s request, an additional $106 billion in tax cuts that would cut benefits to the wealthiest Americans.

“When President Bush promotes his plans to replace Social Security’s ‘guaranteed benefits with risky private accounts, he repeatedly insists the Trust Fund does not exist and is just IOUs,” said Ruben Burks, secretary-treasurer of the Alliance for Retired Americans. “Yet when it comes to tax cuts, billions of those IOUs flow straight to the wealthiest Americans.”
ACCUSMART – walking machine displays time, speed, calories, distance. Has variable speed control. 425-776-8462

GARDEN HOSE REEL attaches to faucet, wheel weighs 5 lb, 5x12x20, 20-1/2, well designed. New $30. 425-836-5890

SPECTACULAR mountain view property – 3421 Cedar Circle in Sumner ($850 rental after 6 PM). 3 bedroom, 1.75 bath, 2500 sq ft. NOW $995. 206-278-0670

Small 2-WHEEL TRAILER – 7’x4’x2’ with lid and lock. Ideal for towing behind vehicle for storage. $495. 425-226-2506

708 DODGE DUTCHMAN – Class-C ‘21 used Motorhome, 30’ w/AC, w/DVD, sleeps 6, sleeps well. Everything works. $3800. 206-672-6579

1983 HONDA MOTORCYCLE – CB550C, sparkling green, good condition, 20 miles $1595. 206-724-7938

1990 FORD F-150 XL – $2250 OBO. 360-825-1689

3 SCOOTERS & MORE – 100-500 watts, 24-36 volts, 10-17 mph. Several colors. Great for RVs, boats, campers. For all fun! 425-542-0104

1990 NISSAN TRAILER – slide out, used since 2012 $295. 425-447-4097 or 425-831-0414

1991 JEEP CHEROKEE – 4WD, 2.5L, 5-speed, excellent cond. Comes with 4 extra, never-used 315/70R16. $4800. 425-722-2300

3 SCOOTERS & MORE – 100-500 watts, 24-36 volts, 10-17 mph. Several colors. Great for RVs, boats, campers. For all fun! 425-542-0104

REMONTOODWOODSMASTER model:740, 3036, scope, shg, case and ammo; Winchester model 1479 $695, 253-941-3860

HAND TIRE CHAIN WINCH – $25; 40' ft per winch $225. 206-244-7948

S&W MOD .28 – 357 mag, 6” barrel, adj site and Sights $225; Ithica 37 featherweight 20 ga 2 3/4 auto rib $200; Weatherby 7mm 22-50 bolt $350; 03-A3, 30.06, scope, sling, case and ammo; Winchester 94-45 $125; 1100 12 ga 2 3/4 auto rib w/ bead $225. 360-825-1699

Small slide in camper with AC, microwave, 1500 w power inverter, new awning, condition good. A must see! $11,500 or take over payments. 360-856-3036

3000 HARLEY DAVIDSON Road King Classic – 2750 miles, like new, excellent shape. $19,999, many extras! Call Ray 312-330-1212

1998 DODGE TRAVEL TRAILER – 22’x8’, new tires, excellent $3900. 206-572-7291

1980 FORD F250 4X4 SUPERCAB – 30-06 bolt $125, 1100 12 ga 2 3/4 auto rib w/ bead $225. 360-825-1699


30 WINCHESTERS – 94, 30-30 bolt $250; featherweight 20 ga 2 3/4 auto rib w/ bead $225. 360-825-1699

1010 FORD F-150 – 4.6L, 2 wheel, 4 wheel drive (4 WD), automatic, AC, leather, sunroof, no Smoking $8000. 206-672-6579

S+W MOD .28 – 357 mag, 6” barrel, adj site & Sights $225. Buget Racer 22 win 360-825-1699

EXERCISE BIKE – for legs & arms $50. TREADMILL with heart monitor $200, new never installed almond colored gas stove with 5 burners & matching hood $350, outlaw bed (single) $30. 206-772-1333

ACCUSMART – walking machine displays time, speed, calories, distance. Has variable speed control. 425-776-8462

This year there is also a second option. The $1000 tournament fee will be waived for any individual turning in $150 in donations to Guide Dogs.

425-776-8462
Automotive Tunes Up’ Their Skills for New Forklifts

Kim Engstfeld (l) and Mike Abbott work on XM LP fuel systems, which are on the new forklifts Boeing has ordered.

Fairs Promote Safety

Safety – It’s Everyone’s Business will be the theme of this year’s Safety and Wellness Fairs. The IAM/Boeing Joint Programs has been working together with SHEA to coordinate the events around Puget Sound this summer.

Plan to attend the fair at your facility:

2005 SAFETY FAIR SCHEDULE

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<thead>
<tr>
<th>Plant</th>
<th>Date</th>
<th>Time</th>
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<tr>
<td>Kent</td>
<td>June 28</td>
<td>10 a.m. - 3:30 p.m.</td>
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<tr>
<td>DC</td>
<td>June 30</td>
<td>10 a.m. - 3:30 p.m.</td>
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<td>Frederickson</td>
<td>July 22</td>
<td>11 a.m. - 4 p.m.</td>
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<td>Plant I/PSD</td>
<td>Aug. 4</td>
<td>10:30 a.m.-4:30 p.m.</td>
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<td>Auburn</td>
<td>Aug. 5</td>
<td>10 a.m. - 5 p.m.</td>
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<td>Renton</td>
<td>Aug. 10</td>
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<tr>
<td>Everett</td>
<td>Aug. 12</td>
<td>10 a.m. - 6 p.m.</td>
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Workplace Services (WPS) is holding another rodeo, and that’s no bull! The Second Annual Boeing Material Handling Forklift Rodeo will be held on Saturday, June 11 at 9 a.m. to select Boeing’s eight team members who will compete at the Regional and State level competitions. The internal rodeo will be held in the Oxbow parking lot.

This event is the second time Boeing has conducted a special rodeo in order to select a team. The event is open to all WPS Material Handling Motive Equipment Operators.

The WPS Leadership Team sponsors the event which will include a BBQ for all Material Handling employees and their families. If you process changes.”

Steve Wessel added, “We work on so many different vehicles, we must have very broad-based knowledge instead of specializing on just one type of vehicle. In the morning we might be repairing a weed eater, and in the afternoon we could work on a Kenworth truck or Mercedes 450SL, and anything in between. To do our jobs, we must continually update our skills to be both knowledgeable and versatile.”

Hank Jones, Senior Instructor who provided the Technical Training, also praised our members. He noted, “If Boeing did away with their automotive shop and had to deal with outside vendors, they would learn it is impossible to call one mechanic to work on all their equipment. The Company would be calling a different vendor for each piece of equipment and would, most likely, not get the same day service.”

If your shop has a training need, contact Joint Program QTTP on 1-800-235-3435.

Forklift Rodeo Internal Contest - June 11

Boeing forklift drivers are invited to compete in an internal forklift rodeo on June 11. Top eight drivers will advance to Regional competition.

Forklift Rodeo

Workplace Services (WPS) will be hosting a Forklift Rodeo Internal Contest on June 11 at Boeing Renton. The event is open to all WPS Material Handling Motive Equipment Operators.

The WPS Leadership Team sponsors the event which will include a BBQ for all Material Handling employees and their families. If you

Hourly Needed for ECF Trustees

Want to get involved in the Employees Community Fund (ECF) of Boeing Puget Sound, beyond making a contribution? Through June 17, Puget Sound employees who are members of ECF can sign up to be a candidate in this fall’s trustee election, which will select two hourly and two salaried positions for the Board. A two-year commitment from the employee and manager is required. Trustees complete Fund business part time-on-hours, though some off-hours’ work is required. Call 206-655-6987 to get an application.

“Being a trustee has opened my eyes to the many ways in which people are helping others,” said Elizabeth Perrin, an MPRF who is a second-year trustee. “This experience has given me skills in gathering information, disseminating it, communicating with others and making decisions that affect the lives of people in the community. Most of all, it has given me a truer sense of purpose. I am very thankful for the privilege to serve the ECF membership and my community in this way.”

Second-year trustee and machine parts inspector Floyd Cruz added, “As an ECF trustee I helped in funding building renovations for senior centers, vans for perinatal care, seed-money for English-as-a-second-language programs for refugees and blood mobiles for our blood supply. As an hourly rep on the Board of Trustees, I encourage every one of you to pursue a chance to be a trustee.”

Continued Closes Door on Offload Attempt

Every day, our Union Work Transfer Reps offer alternatives in an attempt to stop Boeing from offloading work, but it is an uphill battle. Heather noted, “It is hard to get an accurate cost on proposed offloads. We continually find Boeing forgets to include something in their offload proposals such as non-recurring cost. We serve as the watchdog and are constantly trying to get an accurate assessment. Many times it seems the company Work Transfer people are simply working to offload a package whether it is a good business case or not.”

Don noted, “I hope our members will question Boeing when they see even a very small part of their job going out the door. Every job is important – especially after we have seen so many co-workers get laid-off.”

IAM-BOEING JOINT PROGRAMS

Automotive technicians at Boeing are some of the most versatile craftsmen in the Company. These 70 members are charged with maintaining 7,000 different pieces of equipment, which range from bicycles to diesel trucks. Basically, if it has an engine, they fix it.

When new forklifts were ordered, the automotive shops contacted the IAM/Boeing Joint Programs Quality Through Training Program (QTTP) for help delivering training on the new vehicles. QTTP came through and paid for the requested class while the individual shops picked up the wages for the on-hour course.

The two-day class through Pape Material Handling provided hands-on experience and focused on XM LP Fuel systems. Those attending gave it high marks.

“It is a very good class and included a good refresher on some basic stuff. The training will make my job easier – especially when the new forklifts arrive. It was nice to get the training before we have to work on them,” stated Kim Engstfeld.

Steve Cowin also liked the class. “I have been working on forklifts for 27 years and actually learned things I didn’t know in this class. We learned about new laser truck XM motors,” stated Steve. “I appreciate getting training directly from the vendor. Then, we don’t just learn the basic work, but their tricks of the trade that cut down the time it takes to do our job.

The class focused on the really important things you need to know.”

QTTP Program Coordinator Pat Kinsell listed, “A shop needs some training or is getting new equipment, QTTP can help deliver the training. We need to have more members requesting training when their equipment or

The Future of the Trade: Boeing's Self-Insured Programs to Enhance Employee Benefits

Boeing's Self-Insured Programs are designed to provide better benefits for employees and retirees, while reducing costs for the company. The programs include:

- Improved health care coverage
- Enhanced dental and vision care options
- Expanded retirement benefits
- Reduction in premiums for group insurance

These initiatives reflect Boeing's commitment to improving employee satisfaction and ensuring a strong, competitive workforce for the future.