**Watchful Eye Keeps Overtime in Check**

Thanks to the observant eye of 751-member Darlene Hanley, a member was paid weekend overtime after she witnessed a supervisor performing hourly work. Just as important as securing the proper pay for the violation was the education process that took place in the building. As a result of Darlene speaking up, other members are now aware to watch for management performing hourly work and know to contact a Steward with the information.

The contract violation occurred one weekend while Darlene was performing maintenance on a machine and she observed a supervisor performing hourly work throughout the day. She watched for a while to verify what he was doing and then questioned the supervisor on his actions.

On Monday, she immediately reported the incident to Union Steward Ron Misko who ensured the violation was enforced.

Darlene said, “I was not the only one who saw the supervisor working, my co-workers did too. We discussed his actions, then later I approached the supervisor and asked him what he was doing. After that, I wrote a statement and noted the names of my co-workers who wanted the violation to stop too.”

During the Stewards investigation other members stated they had seen the supervisor doing the work but they didn’t want to get involved. They did say they wouldn’t lie if they were called into HR,” Ron recalled. “Many of the new hires are afraid to speak up and don’t understand their rights as a Union member. We hear rumors that members in 787 are afraid to report incidents to their Steward.”

Darlene observed, “I got up this morning and paid my local, state and federal taxes. I went to work and my government gave my job and my tax money away to a foreign country. It’s just plain wrong!”

The decision by the Air Force to purchase the French built Airbus A-330 cannot stand. We must protest to the White House, write letters to the editor and scream at the top of our lungs, “THIS IS NOT RIGHT!”

**U.S. Air Force Selects Foreign Tanker**

On Leap Day 2008, the U.S. Air Force made a leap that can, at best, be called stunningly shortsighted. At worst, the decision to buy the Airbus A-330 plane as the air refueling tanker replacement for the aging KC-135 puts our nation’s defense at risk. Without regard to the 44,000 jobs it will cost our economy, the 24 percent increased cost for fuel or airfield modifications costs, environmental impact or any other consideration which makes the least amount of common sense, the government decision makers chose a European manufacturer over the Ameri-
Machinists at Lockheed Martin Ratify Contract

by Tom Wroblewski, District President

I am still angry about the Air Force’s decision not to purchase an Airbus tanker and attempt to pass it off as an American plane by Northrop Grumman.

It is an outrage that the U.S. Air Force would select the Lockheed tanker over a proven, American product, and make a conscious decision to send thousands of good-paying jobs out of America at a time when the American economy is teetering on the edge of a serious downturn. Having our Armed Forces rely on a foreign country for defense hardware is foolish, shortsighted and puts our national defense at risk.

Not only is it American citizens who are paying the bill, but it is American jobs which will be lost. The European newspapers were touting the decision as a huge victory, which will result in thousands of jobs in those countries. The London Times reported the decision would create 9,000 jobs in the U.K. alone. At the same time, our Air Force publicly stated the creation of jobs in the U.S. was not a factor in the decision.

Well, it should be a factor if those of us paying the bill have anything to say about it. Our membership is always at its best when we are unified and moving together toward a common goal. The tanker decision was a catalyst that will not only unify our membership, but unite taxpayers across the country, as well.

The Union is currently working closely with the Washington Congressional delegation to develop the best strategy to overturn this decision. Rest assured I will not only involve the membership of this District, but getting our family, friends, neighbors and citizens across the country to participate. We CANNOT let this decision stand because the ramifications will last for decades to come in the future.

Each of us must forcefully protest on the grounds that the KC767 is the best product, made by the best workers, and should be built here in the United States. U.S. taxpayers’ money shouldn’t be lining the pockets of Europeans. We ask that all concerned citizens contact the White House to express their outrage at this decision (see page 3 box for more information).

Negotiations Prep

The Union continues preparing for negotiations. There is a new survey being distributed by Stewards on pay and pension issues. I hope every member takes the time to fill out not only the multiple choice pages of the survey, but also the comment sheet which asks some very specific questions on expectations for pay and pension. Membership input will be the foundation for the Union’s proposal.

In preparations for our formal negotiations, I recently met with top Company officials from McNemry on down to hear the ‘state of the Company’ report. As we already knew, most airline lines at the Company are booming and backlogs (except for the 767 line) continue to grow. The Company’s report reaffirms what we have been saying…It’s Our Time…This Time to share in Boeing’s success and with a united membership, we will succeed.

Besides getting to visit many of the shops around Puget Sound, I got an opportunity recently to talk to our members at Edwards Air Force Base. Their issues are the same as those in Puget Sound – retirement, wages and benefits. They are optimistic we will get a good contract, but they are prepared to ‘hold the line in the defense of our issues’ as they say.

News at Triumph

I also got to deliver some good news to our members at Triumph Composites in Spokane. After meeting with our members there in January, there was concern about two different payout tables for the IAM National Pension Plan. After contacting the Office of the IAM National Pension Plan, I was able to resolve the issue and ensure that ALL current and future members at Triumph will now receive the same benefits based on the higher payout table. This eliminates any concerns about a two-tier retirement benefit and puts the issue to rest.

Once in a Lifetime Hunting or Fishing Trip Could Be Yours

You could be the next union member to win the outdoor trip of a lifetime on Escape to the Wild, the TV program that honours hardworking union members with hunting or fishing trips and is supported by the Theodore Roosevelt Conservation Partnership, VERSUS Network and the 21 unions of the Union Sportsmen’s Alliance.

This season’s winners will venture to Argentina to hunt majestic red stag; join professional angler Jon Velyck for top-notch Texas bass fishing and trek Canada’s expansive tundra to hunt caribou.

Tune in to see the latest winner, IAM District President Tom Wroblewski, as she hunts caribou in Clarksburg, WV and Meridian, Idaho. The next quarterly COLA payment will be added to the hourly wage rate for IAM members at Boeing. This brings the total hourly COLA gain under the current contract to $1.09.

Effective March 7, 2008, a 16 cent cost-of-living adjustment (COLA) will be added to the hourly wage rate for IAM members at Boeing. This brings the total hourly COLA gain under the current contract to $1.09.

The next quarterly COLA payment will be June 6, 2008.

Machinists Volunteer Program (MVP) Banquet - April 19

The 10th annual MVP Banquet will take place Saturday, April 19 from 5 to 7 p.m. at the Seattle Union Hall. We will take a look back at the accomplishments of this worthwhile program and acknowledge last year’s top volunteers. For more information or to RSVP, contact Kay Michlik at (206) 764-0316 or 1-800-763-1301 ext 3316.

Machinists at Lockheed Martin Ratify Contract

Nearly 6,000 IAM members working at eight Lockheed Martin locations throughout the country voted overwhelmingly on Sunday, March 2nd to ratify three separate agreements with the aerospace giant. The three-year contracts include wage increases, improvements in pension plans and benefits there in January, there was concern about two different payout tables for the IAM National Pension Plan. After contacting the Office of the IAM National Pension Plan, I was able to resolve the issue and ensure that ALL current and future members at Triumph will now receive the same benefits based on the higher payout table. This eliminates any concerns about a two-tier retirement benefit and puts the issue to rest.

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Olympia Roundup Includes: The Good, Bad and Ugly

by Larry Brown, Political & Legislative Director

The news in Olympia is like an old Clint Eastwood western: “The Good, Bad and the Ugly.”

The “Good” – New Apprenticeship

Legislative Committee member David Henry on Brett Coty (center) and Local C Rec Secretary and Governor Chris Gregoire talked with Local F duggery) that we will be able to launch version of the supplemental budget. This means (barring any last minute skull-duggery) that we will be able to launch this new training program, benefiting hundreds if not thousands of union members for many years to come. This program will also help our business compete for jobs in the future.

The “Bad” – SB 6241

The “Bad” is a bill in the House that would regularize selling of your prescription drug information. This is the Prescription Privacy Act SB 6241. It would prohibit the pharmaceutical manufacturers from “data mining” all of our prescription information so they can use it to market their name brand drugs to our doctors. We believe this bill is imperative to ensure the sanctity of the doctor/patient relationship. This bill has already passed the Senate but is having trouble in the House.

Please call the Legislative Hotline at (800) 562-6000 and ask your Representatives to vote yes on SB 6241.

The “Ugly” – SB 6750

The “Ugly” is the Benefits on Appeal bill, SB 6750. Under current law, if a worker gets injured on the job and files for benefits under the Worker’s Comp law, the benefits stop as soon as the employer files an appeal. With certain employers, the appeal is as certain as sunup. These employers will “starve out” their workers long enough for the worker to give up and go away. SB 6750 allows the worker to keep their benefits and expedite the appeals process for the employer. Boeing and other big employers are fighting tooth and nail to kill this bill.

This bill is intended to ensure that when a worker has been granted benefits because of an injury on the job, or because of sickness which is job related, those benefits continue if the worker’s employer appeals the decision by Labor and Industries to grant those benefits. Built into the bill is an expedited review process at the Board of Industrial Appeals which allows the employer to make their case that a claim is really not valid and, if they prevail, then the benefits will stop. This lowers the liability for both the employer and the worker.

Your help is needed. Call the Hotline and ask for your Senator to support SB 6750.

If the good guys are going to win like in the old movies, you need to help. Call today.

Members Asked to E-mail White House to Reverse Tanker Decision

Continued from page 1

Air Mobility Commander, General Arthur Lichte called it a good day for America. When asked about the fact this would not be an American airplane, Lichte stated that once the American Flag was painted on the tail, it would be an American plane. Would a French Air Force pilot become a U.S. Air Force pilot if we sewed an American Flag patch on his uniform?

Do these procurement decision makers not understand that when they tapped Airbus/EADS to build the tanker, they put our nation at risk? We relinquish our ability to supply our own military hardware, giving foreign governments and companies sway over our international decision making. Once we hand over the right to build the hardware, we also lose that ability. Has it not occurred to Washington D.C. that the French may be unwilling to supply us with a weapons system used in a war they do not support?

The Department of Defense and the Air Force have gone out of their way to communicate that the jobs and where they are created by this (potentially) $100 billion contract would have no bearing on their purchase decision. That is an arrogant statement from bureaucrats when their own paychecks depend on the taxes paid by American workers. Our nation’s economy is teetering when our military is not even buying the products of our own country. When asked by a reporter for the main reason to choose Airbus over Boeing, General Lichte gave a one word answer, “More. More fuel, more troops, more cargo.” One thing is for sure, the Airbus plane will consume more fuel; 24 percent more fuel than the KC 767. Apparently that doesn’t matter since General Lichte or the procurement team do not have to take out his gas cards when the Airbus plane rolls up to the pump. That will be left up to the American taxpayer.

The Machinists Union’s Democratic endorsed Presidential candidate Hillary Clinton declared, “I am deeply concerned about the Bush Administration’s decision to purchase the production of refueling tankers for the American military. While the details of the decision are not fully clear, it is troubling that the Bush Administration would award the second-largest Pentagon contract in our nation’s history to a company that includes a European firm that our government is simultaneously suing at the WTO for receiving illegal subsidies. As President, I will strengthen our national defense in ways that support both American workers and our men and women in uniform.”

767 Steward Steve Morrison stated, “I have worked my entire Boeing career on the 767 line and know others who have as well – many of them after getting out of the military. Our government is turning its back on American workers. The writing was on the wall when they decided to outsource Marine 1 to Canada. It is a very dangerous position that will cost thousands of American jobs.”

Union Steward Garth Luark was one of the many members angry at the tanker decision. He noted, “As the news media continue to report on the instability of the U.S. job market, the detrimental effects of continued outsourcing of our work overseas and an impending recession. I personally find it appalling that the decision was made to award the Air Force tanker contract to a foreign-based company. We deserve answers and accountability from those who have failed the American public with this incredibly detrimental decision.”

“The current Administration dealt a deadly blow to American workers and an already faltering U.S. economy,” Garth added. “Where do American workers – whose taxes fund this national defense contract – turn if we cannot rely on our own government to make the right decision during a time of economic instability?”

The answer is we unite together to ensure this decision does not stand. E-mail the White House today! Also sign Senator Patty Murray’s online petition at http://murray.senate.gov/tankers.

Contact the White House Today!

Anyone outraged by the Air Force tanker decision, which places our national defense at risk should e-mail the White House at comments@whitehouse.gov. Examples of messages to include:

• U.S. military hardware should ONLY be made in the U.S.A.
• If France disagrees with our military action, they should continue to deliver our tankers.
• With our economy teetering on the edge of recession why ship $40 billion worth of defense jobs overseas.
• It is wrong because it gives away America’s aerospace manufacturing jobs and technology, and adds to the trade deficit (with a weak U.S. dollar vs. the Euro).
• Why select American workers over European workers, did the President forget which country he serves?

Also send a copy of your White House message to: patty@murray.senate.gov, maria@cantwell.senate.gov

In addition, sign Senator Patty Murray’s online protest petition at http://murray.senate.gov/tankers.
The Apprenticeship committee will accept applications for new apprentices in April. Applications will be provided to interested candidates beginning Monday, March 24th, 2008 for the following trades:

- Crawler Manufacturing Machinist
- Composite Manufacturing Specialist
- Industrial Electronic Maintenance Technician
- Machine Tool Maintenance Mechanic
- Model Maker
- NC Spur Mill Operator
- Tool & Cutter Grind

To obtain an application by in-plant mail or US mail, call the apprenticeship office at 253-351-1918. Leave your name, BEMS ID, and mail code (or mailing address for former employees). An application will be sent to you on or after March 24th.

To obtain an application electronically, click the IAM/Boeing Joint Programs website link http://www.iam-boeing.com/apprenticeship.cfm. Print the application, fill it out completely, sign it where indicated. Applications will be accepted beginning April 1st and must be received no later than April 30th.

All applicants for an apprenticeship must be at least 18 years of age; be a Washington State Puget Sound area Boeing employee who has been on the active payroll within 8 years of the start of the current application acceptance period and who has never been enrolled in or completed an IAM/Boeing Joint Apprenticeship program; have a GED or a high school diploma; have US person status; meet specific defined vocational training or trade related work experience requirements for the apprenticeship program being applied for; and be able to perform the physical requirements of the apprenticeship. For the Industrial Electronic Maintenance Technician Program applicants must be able to distinguish between primary color vision.

Submittal completed applications to any of the following five locations:

- IAM/Boeing Joint Apprenticeship Office
  PO Box 3707 M/C 5X-12, Seattle, WA 98101
  253-351-1918
- District 751 Auburn Union Hall
  201 A Street SW, Auburn, WA 98001
  253-833-5590
- District 751 Renton Union Hall
  233 Burnett N. Renton, WA 98057
  425-235-3777
- District 751 Seattle Union Hall
  9125 15th Place S, Seattle, WA 98108
  206-764-0350
- District 751 Everett Union Hall
  8729 Airport Road, Everett, WA 98204
  425-353-8821

Questions? Call 253-351-1918 for help.

Note: When applying, do not send original documents with your application. Any documents submitted will not be retained or made available for copying.

Mail letters to the editor: 9125 15th Pl. S, Seattle, WA 98108 or e-mail them to connie@iam751.org

Union Plus Mortgage – Exclusively for Members

Union Plus Mortgage and Real Estate makes refinancing and home-buying easier and more affordable for IAM members. The benefit is offered exclusively for Union members through Chase Home Finance, one of the largest lenders in the United States.

Key program features include:
- Easy application process; over the phone or in person.
- Call 1-866-729-6016.
- Special first-time home buyer program.
- Strike, layoff and disability assistance.
- Unemployment and disability benefits to help you make mortgage payments when you’re out of work.
- Mortgage programs for borrowers with “less than perfect” credit.
- Down payments as low as 5% – and even lower for qualified buyers.
- $350 toward closing costs of mortgages (for buyers who use both the real estate and mortgage portions of the program).
- Parents and children of IAM members are also eligible for Union Plus mortgages.

T he program’s real estate benefit, which is available by calling the same toll-free number, offers members who list a home for sale a comprehensive home warranty plan (a $350 value) at no additional cost. This home warranty plan provides members with valuable protection from unexpected breakdowns in the home’s mechanical systems and appliances while their home is on the market, and for a full year after the home is sold. It also enhances the home’s marketability.

I am not a Boeing employee but sent letters to both Cantwell and Murray over this idiot play to award this contract to Airbus. The plan is to buy around 500 airplanes total. The Air Force already said it is a winner take all contract and they don’t want a mix of planes.

That is billions of dollars plus there is going to be development cost and over runs. We all know who is going to foot the bill for that. Didn’t they tell Boeing what they wanted? If they wanted a stealth tanker Boeing would have built and bid on it for them.

I am one pissed off tax paying American!!!!!!!!!!!! Sincerely

Lyle Sample

Local E Praised from South Seattle Saddle Club

A big thanks to you out Jay Carterman and Local E of District 751 IAM & AW Boeing Machinists’ Union. They held a charitable event this past summer at South Seattle Saddle Club to raise money for Guide Dogs of America and donated a much appreciated $500 to the club. The horse shoe tournament was lots of fun and appreciated the care and respect they showed for our beautiful club grounds.

Reprinted from South Seattle Saddle Club newsletter.

NOTE: Ira J. Carterman, President of Local 751, E noted the 2008 tournament will be held at the South Seattle Saddle Club on Saturday, August 16th.
Joint Programs Help Develop New Forklift Training

As you walk through any factory floor area, one thing you can be assured of seeing is the forklift. The forklift keeps all our parts and supplies moving day in and day out. The employees who operate these vehicles are some of Boeing’s finest. In order to be a forklift operator, one must have completed required training that includes math basics, PC/Windowns, Team Building, Traffic & Pedestrian Safety, and most importantly, a class called Counterbalanced Forklift Operator Training.

As Boeing production rates increase, the demand for qualified forklift operators has also increased. In 2007, it was determined by the Material Handling Skill Team that the existing Forklift Operator course was outdated and needed revamping. The existing course was only 8 hours long which limited the time available for students to have actual hands-on drive time and the course content didn’t cover the objectives of the Material Handling Skill Team wanted.

That’s when IAM/Boeing Joint Programs Program Coordinators Greg Mercille (IAM) and Kevin O’Brien (Boeing) went to work with MarkRibich and John Spear and the SSG/Site Services Puget Sound Skill Team. A new training vendor was chosen based on their knowledge of Boeing’s requirements. This vendor is also very involved in the annual Washington State Governor’s Forklift Rodeo. Course materials were determined, and the course was created.

The new Counterbalanced Forklift Operator Training is 16 hours, which allows the students to have at least 3 hours of hands-on drive time, along with plenty of classroom training. The new 16 hour class is delivered on weekends (Saturday and Sunday), 8 hours each day, 7:00 AM – 3 PM.

The Skill Team provided the classroom and training area in the 2-40 building, along with forklifts, 5A dollies, pallets, and other equipment to be used in the class. The course will be delivered in Everett this Spring. The first class was held on 1/21/2007. To date, 32 students have passed this class, and those who do not pass are allowed to re-enroll and take the course a second time. Only 8 students can be enrolled in each class, and the no-show rate is hardly worth mentioning. Walk-ins are not allowed. Employees wishing to take this course, TR012813 Counterbalanced Forklift Operator Training, must pre-register in the Boeing Training Server On-line (www.trainingboeing.com). If you have questions, you can contact Greg Mercille. Greg can be reached at greg.1.mercille@boeing.com or 425-965-4507. After successful course completion, another green light gets turned on in the ‘required training’ for the skill, and employees can file their ERTs once all the required lights are green. At the time of this article, 32 employees have passed the forklift course, some have other courses to complete before they can file their ERT, but 16 employees have received job offers, and the 3 others could have had offers if they were willing to move to Everett.

Employees are excited about this new Counterbalanced Forklift Operator Training and IAM/Boeing Joint Programs QTTP is proud of being a major player in its development and implementation.

For more information about IAM/Boeing Joint Programs and the Quality Through Training Program, please visit our website at www.iamboeing.com (external) or from the Boeing Intranet at http://iamboeing.web.boeing.com/.

Joint Programs Workshops Can Help Plan Financial Strategy for Your Retirement

IAM/Boeing Joint Programs regularly offers several workshops to assist members in planning for their golden years. The Personal Money Management Workshop and Boeing Retirement Workshops are offered in Auburn, Everett and Tukwila. In addition, the Everett site also has a second Financial Investment Planning Workshop.

The Boeing Retirement Workshop fills up fast as members want to know how the retirement process works, how pension benefits are calculated, different ways to collect retirement, and what you can do now to prepare for retirement. Workshops are held on 12/1/2007. To date, 32 students have passed this class, and those who do not pass are allowed to re-enroll and take the course a second time. Only 8 students can be enrolled in each class, and the no-show rate is hardly worth mentioning. Walk-ins are not allowed. Employees wishing to take this course, T012815 Counterbalanced Forklift Operator Training, must pre-register in the Boeing Training Server On-line (www.trainingboeing.com). If you have questions, you can contact Greg Mercille. Greg can be reached at greg.1.mercille@boeing.com or 425-965-4507. After successful course completion, another green light gets turned on in the ‘required training’ for the skill, and employees can file their ERTs once all the required lights are green. At the time of this article, 32 employees have passed the forklift course, some have other courses to complete before they can file their ERT, but 16 employees have received job offers, and the 3 others could have had offers if they were willing to move to Everett.

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For more information about IAM/Boeing Joint Programs and the Quality Through Training Program, please visit our website at www.iamboeing.com (external) or from the Boeing Intranet at http://iamboeing.web.boeing.com/.
Next Survey on Pay and Pensions Issues

Union Stewards are currently distributing the next survey, which is focused on wage issues and pensions.

If you have not yet filled one out, please contact a Union Steward or stop by a Union hall to pick up your survey.

It is critical that we get input from every member to ensure that the Union’s proposal later this year reflects the issues you have identified.

In addition to the two-pages of multiple choice questions, there is an additional page for members to specify their current expectations for wage increases and pension benefits, as well as identifying their top issue for the upcoming negotiations. Members are also encouraged to provide additional comments.

There will be one additional survey before the Union completes its formal proposal in May.

This Year Members Are Banking on Our Contract

In February, Union Stewards began distributing IAM banks in the shape of burn barrels. These specialty items are not only a reminder of the upcoming contract, but can also serve as noise makers for upcoming rallies on negotiations by adding just a few coins.

751-Member Patty Sue Chouery had some fun with her bank by creating an impromptu strike scene with G.I. Joe dolls and our contract issue stickers. The bank was the perfect size to serve as a burn barrel for these determined ‘picket-crossers.’

Members can keep up-to-date on contract information and get the latest flyers by visiting: www.iam751.org/contract.htm.

Order New Contract T-shirt Through Union Stewards Wear Them Every Wednesday

Union Stewards are taking orders for the new contract t-shirt. See examples right for t-shirt design. T-shirts remain just $5 and come in sizes small through 5X (men’s sizes only). The t-shirt also includes a pocket on the front.

Members can place orders through their Union Stewards, who then place the orders online and can pick up the orders at the Local Lodge meetings.

Show your solidarity and WEAR A CONTRACT T-SHIRT EVERY WEDNESDAY through negotiations because: It’s Our Time... This Time! and the Union Benefits Committee is working hard to meet members' demands.

While Union negotiators have held the line on passing additional costs for health care plans, the improvements on vision, hearing aid and dental care are overdue.

When health care was the monthly topic in October, members continually made comments about the lack of improvements in these benefits. One need only look at the history to realize why members are demanding change. For glasses and contacts, the reimbursement levels have gone unchanged since 1989 while everything else has gone up dramatically.

For the hearing aid benefit, which was originally negotiated into the 1977 contract, there have been only two increases with the last being in 1992.

Dental benefits also end up taking a bite out of members’ household budgets—not to mention the cost of orthodontics.

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It should be clear to Boeing that their vision benefits need to be improved. Coverage for glasses and contacts has not changed one penny since 1989 yet the cost of these items have gone up dramatically. To get a new pair of glasses, members end up paying hundreds of dollars out of pocket. If management has the same hearing aid benefits as our members, it’s no wonder they can’t hear our suggestions. The benefits haven’t changed since 1992.

In addition, Boeing’s dental coverage takes a bite out of your budget with no changes since 1999. We need to straighten out their idea of orthodontia benefits by increasing the coverage. Each year these benefit levels have increased.

**Dental Coverage Over the Years**

<table>
<thead>
<tr>
<th>Year</th>
<th>Dental coverage offered after deducting first three cents of COLA to cover the cost. Plan was implemented benefits after a $50 lifetime deductible was paid per member or dependent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>Company paid entire cost of dental plan premiums for employee and dependent.</td>
</tr>
<tr>
<td>1978</td>
<td>Nearly maximum benefit increased to $1,000.</td>
</tr>
<tr>
<td>1983</td>
<td>Added Prepaid Delta Dental Option. Dental reimbursements increased to 85% for Class I inpatients (previously 100%).</td>
</tr>
<tr>
<td>1989</td>
<td>Annual maximum increased to $1,500. Extended Orthodontia for employees and all dependents (previously just dependent children) and increased benefit to $1,500.</td>
</tr>
<tr>
<td>1999</td>
<td>Annual maximum increased to $1,750. Orthodontic benefit increased to $2,000.</td>
</tr>
<tr>
<td>2005</td>
<td>No change.</td>
</tr>
</tbody>
</table>

**Union Delivers One Year Back Pay**

Continued from page 1, there when I needed them. Don and Todd were both a big help.

Todd was assigned as a Grade 4 bench mechanic to use the Fryer MC-30 CNC Pullout Machine, which cuts the hole and pull out, faces it and deburrs it. Without this complex machine, it would take three or four different machines to perform this work and produce the part.

After Clark listened to Todd’s issue, he began searching for a similar machine with a comparable work package to get the necessary documentation to justify an upgrade.

“The same type of machines were in the moonshine cell, but it was grade 5 work there,” Clark stated.

“I learned that Tom Wroblewski, when he was chair of the Jobs Committee, negotiated this work to Grade 5. Yet in this instance, management wanted to use a Grade 4 bench mechanic on virtually the same type machine and work package.”

Clark documented how many hours Todd spent on the machine and noted the work was identical to what was being done at the other end of the building by a Grade 5.

**Business Rep Don Morris** stated, “The Company did the right thing and went back one whole year with back pay. While they were not contractually obligated to provide back pay for a full year, when they looked at the documentation and realized he had been doing the job for that long, they made the right choice. Todd has learned a lot and does a great job for Boeing. This settlement acknowledges his skills and ability.”

Todd appreciated the Union’s representation and hopes to see medical improved and offloading limited in the upcoming negotiations. He added, “It is frustrating when we get tooled done on the outside. It is never up to the quality standards of Boeing tool. I imme- diately know it is a non-Boeing part. I hope we can get strong language to limit subcontracting and return some of the work. There’s no doubt, we build the better parts.”

With solidarity and membership participation, perhaps we can make improvements on these issues in the contract because it’s Our Time…This Time!
Everett ESRC Has Lots of Heart

In recognition of Black History month, members in the Electrical Systems Responsibility Center (ESRC) in the 40-56 Building in Everett held “Dessert Day” where employees brought in various desserts and pastries to raise money to fight Sickle Cell Disease. Throughout the day on February 12th, employees on first and second shift sold desserts to co-workers in the building. The event was a huge success and raised $2,400 for the Odessa Brown Children’s Clinic, which provides care for children who have sickle cell disease. Each year the ESRC Employee Involvement Teams put together an event to raise awareness of black history month. However, this marked the first time they attempted a fundraiser. Sickie cell disease is a group of disorders passed from parents to children, which include sickle cell anemia. Yet the Odessa Brown Children’s Clinic does so much more than just provide care for children who have sickle cell disease. At Odessa Brown, no child is turned away because of a family’s inability to pay for services. Odessa Brown was a community organizer in Seattle during the Civil Rights Era. Through a federally-funded effort to solve inner city problems by building “model neighborhoods” she fought to bring quality health care with dignity to children in the Central Area. Odessa died of leukemia in 1969 at age 49. When the new children’s clinic opened the next year, a thankful community named it in her honor. Thanks to all who took part in the effort and made the fundraiser a success.

ESRC Celebration Raises Funds for Sickle Cell

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Be a Speaker for ECF

The Employees Community Fund of Boeing Puget Sound is looking for employees with public speaking or group presentation experience who are interested in speaking at crew meetings. The Employees Community Fund also is looking for those interested in volunteering during the month of May to help with a variety of events in support of the annual campaign. The ideal speakers’ program candidate will have polished speaking skills and a passion about the value of the Employees Community Fund in our local communities. Manager approval is necessary since most training and speaking will be done on-hours.

Speakers will need to attend a day-long training session during the first or second week in April and speaking opportunities will be during the month of May to help with a variety of events in support of the annual campaign. The ideal speakers’ program candidate will have polished speaking skills and a passion about the value of the Employees Community Fund in our local communities. Manager approval is necessary since most training and speaking will be done on-hours.

All those who are interested in speaking or volunteering, please visit the Northwest Employees Community Fund Web site for more information and a link to the application. http://community.web.boeing.com/nwregion/es_ecf_speaker_program.cfm. The deadline for applying is March 14.

Officers Accept the Oath of Office

As part of a ‘Let’s Lean Together’ employee involvement project, employees in the Electrical Systems Responsibility Center (ESRC) in Everett celebrated Valentine’s Day with a little competition. Crews in the ESRC created various Valentine messages as a team building/morale boosting effort.

Hourly and salaried employees on first, second and third shift showed their creativity by compiling innovative, entertaining and humorous messages for Hearts Day.

Thanks to all who took part in the event, which brought employees together.

Photo left: Debbie Anderson stands proud beside her crew’s heart which displayed a Union flair complete with the Machinists wings.

Above: Rita Forrester stands beside her group’s patriotic airplane theme. Left: L to R: Paulette Nielsen, Debbie Dickinson and Jerry Johnson pose by their group’s heart.
The meeting was called to order by President Al Wydick. The Lord’s Prayer was said followed by the flag salute and the singing of “God Bless America” led by Gene Hoglund.

President Al Wydick requested to suspend the regular order of business so that 50-year members could be awarded their pins and certificates. M/S/P

Al introduced District President and Directing Business Rep Tom Wroblewski and District Secretary-Treasurer Susan Palmer.

Tom invited all retirees to attend the Club on Mondays. Every week there are fun new activities for everyone to enjoy. Tom thanked the retirees for their efforts and noted the wages and benefits we receive today are because of the hard work and sacrifices our retirees and other members made in the past. Tom also thanked everyone for the work they continue to do as members of the Retiree Club.

Before calling the new 50-year members forward, Tom asked all of the prior 50-year pin recipients to stand up and be recognized. Tom then presented the awards for 50 years of membership to the following:

• Jim Bostwick, who is a retired Businessard and Local Lodge officer for many years including past District President of the Retiree Club and has 50-year pin recipients to stand up and be forward, Tom asked all of the prior Club. The retirees served in the machinists Union have made an undeniable impact on current and future members. “You are the reason that we have everything that we have today. You laid the groundwork and for that we are all very thankful,” stated Palmer.

President’s Report: President Al Wydick was honored to receive his 50 year award and thanked DDR Tom Wroblewski and DST Susan Palmer for taking the time out of their busy schedules to come to the meeting.

Roll Call of Officers: All officers were present or accounted for.

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

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

New Members/Guests: Greg Kellin was a guest from Seattle attending the meeting to celebrate Gene Hoglund’s 50 year membership award.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Jaime M. Alamba, David C.

Baker, Deanna M. Birch, Modesto S. Collantes, George E. Cook, Douglas L. Cooper, Sidney E. Danforth, Exequiel L. David, Thomas R. DeBolt, Chester Davidson, Willy Dwyer, Paul Hemple, Phillip S. Hill, Franklin L. Houge, Charles W. Little, Thomas E. Mackey, Melvin D. Martin, Verne R. McBride, James A. McCann, George McIntyre, Marilyn J. Murray, Brian D. Nussbaum, Agnus A. Roxonits, Mark A. Stinson, Phyllis E. Taber, Jack Visser, Marilyn M. Winterton. Sympathy cards were sent to the next of kin. There was one ill member this month – Irene Bogh. Helen explained that there is a Casino trip coming up to the Lucky Eagle Casino in Rochester which still has some seats available. Contact Helen if you’re interested in attending the next trip.

Legislative Report: Carl Schwartz gave the report. He congratulated everyone one who received their 50 year pins. He also reminded everyone that President’s Day is this month.

Carl reported the Washington caucuses were well attended – there were

Continued on page 11

District President Tom W. Wroblewski (top far left) and District Secretary-Treasurer Susan Palmer (top far right) presented 50-year pins to top row L to R: Jim Bostwick, Al Wydick, Neil Chance, Jerry Kelly, Gene Hoglund. Also called up to be in the photo were other members who had previously received their 50-year pin.

Retirement News
February 751 Retired Club Business Meeting Minutes

Senior Politics

President Pulls 45% Trigger, Increases Prescription Drug Premiums for Millions

On February 22nd, President Bush pulled the 45% trigger, responding to a law requiring him to propose legislation that reduces Medicare spending when the program is expected to be more than 45% funded by general government revenue for two years.

The President’s plan forces higher co-pays for retirees by linking beneficiaries’ Part D premium levels to their income, while maintaining overpayments to private insurance companies. The mean-test will increase monthly premiums for 1.5 million seniors in 2009.

Approximately 8% of Medicare Part D recipients, 3.7 million seniors, will be affected by 2018, since the income thresholds for increased premiums are not scheduled to rise with inflation. Additionally, the Office of the Actuary estimates that more than 800,000 beneficiaries will immediately drop out of Medicare drug benefits if the legislation is approved, potentially raising costs for lower- and middle-income seniors. The proposal made no cuts to insurance industry programs like Medicare Advantage, which costs taxpayers an additional 12-19% more than traditional Medicare each year. Congress would have to act before the changes could become law.

If the goal is to reduce Medicare spending, eliminating Medicare Advantage overpayments is a much better place to start than increasing the premiums of seniors who rely on these programs,” said Edward Coyle, Executive Director of the Alliance for Retired Americans.

Spelling Correction

Last issue, we noted the passing of retiree George M. dyne, who prepared and served lunches for the Retired Club for the past several years. Unfortunately, his name was misspelled as M/tyne. The proper spelling should have been M/tyne.

Calendar

• 751 Retirement Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.). Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.

• Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday (March 25th) of every month at noon.

• Alliance for Retired Americans South Area Chapter meets the second Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). For more info, contact 206-762-3848.

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CHRISTMAS SEASON

AD RULES
Each ad should be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classifiedphysically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number. Members’ “cottage industries” will be in OK ads, but no commercial business. When using own paper for ads, include information required on regular ad blank.

Deadline For Next Issue March 14th

TAXES PREPARED by a professional CPA.

PLOT DOWNTOWN...in Lynnwood, 3 pm to dusk.

ANIMALS

FREE FOR ADS

FOR MEMBERS ONLY

ADVERTISING OPPORTUNITIES

For in-home use, measures 7 1/4”H, nice. $7. 425-432-6134

MARBLE COUNTERTOP, multi-color, 21” W x 11 1/2” D, 1/2” thick. (4) Marble pieces, 15” x 2 1/2” x 2 1/2”, 1/2” thick. (4) Marble pieces. 15” x 2 1/2” x 2 1/2”, 1/2” thick. (4) Marble pieces. 15” x 2 1/2” x 2 1/2”, 1/2” thick. (4) Marble pieces.

GOLDEN PINE APARTMENTS, 2901

Be careful not to overpay! Over 30 vehicles are listed, ranging from $189 to $989.

ELECTRICAL CORDS: black, heavy duty. 220-110 volt, with wall or reel attachment. (2) cotton cord sets. (2) large electrical cords. (1) motorhome cord, 50’ with both ends. $20. 253-852-6809

ANCHOR HOCKING BEAUTY-MATIC make-up mirror & stand, $12. 253-852-6809

CANON 100-250mm f/4-5.6 zoom lens. In new cond., comes in box with user manual & case. $350. 253-852-6809

FREE Apply to your Boeing badge. We inspire our members to learn, to strive for excellence, to grow with our members to achieve their individual potential. 425-793-5457

425-452-4898

FREE EMAIL

206-853-6849

ADVERTISING OPPORTUNITIES

COTTAGE INDUSTRIES

COTTAGE INDUSTRIES

ARE YOU LOOKING FOR SOMETHING TO DO IN YOUR RETIREMENT? Sunset Year Round Retirement 931 3rd Street title=“ad4.html”><br/

RIGHT FRONT FENDER for 1988 – 1990

ADVERTISING OPPORTUNITIES

BIRDBATH/WATERER TOP, 100 oz., clear drinking pools. Can be mounted on 4” x 4” post otherwise in good cond. $5 each. 425-432-6134

206-240-9773

FREE

ADVERTISING OPPORTUNITIES

FREE

ADVERTISING OPPORTUNITIES

FREE

ADVERTISING OPPORTUNITIES
SHRIMP POTS, like new. $25 ea. 253-845-6575

253-863-3663 or 253-370-7456
lbs. Paid over $4,000, asking $2,500 OBO.
used 2 hrs. due to moving & have well water.
863-3663 or 253-370-7456

ANTIQUE WOOD WAGON WHEELS, set change Plates for sale, complete sets. All differ-

ESTATE SALE – Hundreds of Bradford Ex-
line super jet. $200. 253-845-6575

www.stratocruiserscarclub.com or phone 425-

HANDMADE FACE MASK from Bucarest, 5"W x 7"H, good cond. $15. 425-432-6134

violets in middle of box. Measures 19"L x
ered green border w/pink roses & purple
BOX, inside is green felt w/2 dividers, hinged

DECORATIVE CD WOOD STORAGE

425-432-6134

PROPERTY

BEAUTIFUL COUNTRY ACREAGE of Mt.

BEDR M/B 2/3 BATH HOUSE, 1,000 ASF, 2
kitchens, lg. viewing bonus room, lg. storage
room, 2-car garage, partial fenced 9,200 ASF

Estate SELL. Princess Diana-stamp, stapes,

SUNDANCE SPA, top of line 2-person, only
used 2 hrs. due to moving & have well water.

WET BAR, 91/2, Taffier leather, (4) uphol-
stered bar-back chairs, storage for liquor, etc.

ESTATE SELL. Princess Diana-stamp, stapes,

ANTIQUE WOOD WAGON WHEELS, set
change Plates for sale, complete sets. All differ-

EDMAYNE FORD BRONCO, 1984, 3/4 TON 4X4, one owner, 35K miles, babied! Camper and tow pkg, V-10
tires and chrome rims. Excellent shape.

1989 FORD BRONCO 4X4, low miles, new
tires. $4,000 obo. 206-367-0288

1994 JEEP CHEROKEE LAREDO, good

(2) HI-LIFT JACKS, 48" lift, 7,000 lb. cap.

RECARO SEAT LATCHES, 1997, 36pt. seat
belt latch. $150. 206-876-9954

SILVER 830 BLACKBERRY PHONE, nav-
igation compatible, no camera, has track ball

Auburn Shop Sees Red

A sea of red recently swept across the 17-10 building in Auburn, while this building regularly wears red on Fridays to support the troops, on February 16, members turned out in force to not only support the troops but to celebrate "National Wear Red Day" – a reminder of our troops. The 'troops' idea originated when a child wrote a letter to a member asking others to join in wearing red clothing to remind women of the need to protect their heart health, and inspires them to take action. 'National Wear Red Day' provides an opportunity for everyone to unite in this life-saving awareness movement by showing off their favorite red attire. While the red shirts definitely got attention, on February 1st, they continue to be worn every Thursday as a reminder of what child wrote a letter to a member asking others to join in

sporting Goods

SHRIMP POPS, like new. $25 ea. 253-845-6575

© DVD RACKS & HOLDERS. (2) DVD racks black plastic, has 2 side racks with middle poles, each hold 20. Measures 12"L x 6"W x 12"H, new condition. $50 for both. 253-432-6134

DECORATIVE CD WOOD STORAGE

(4) CD/DVD RACKS & HOLDERS. (2) CD/

REC Membership

CAMPGROUND MEMBERSHIP –nation-
wide use! Large parks, cabins, shower facili-
ties, washer/dryer facilities, lodge, game room,
indoor swimming pool, hot tub, lifetime mem-
bership. $2,500. Call 360-874-1118 for more info.

VACATION IN BEAUTIFUL CABO SAN
LUCAS Mexico at the Finisterra Suites.
Sleeps 4. End of August through September, one week rental $900. 360-691-4870

Rec Vehicles

35 FT. BOUNDER MOTORHOME, fully furnished, 2 slides, 7,000 miles. Poor eye
sight forces sale. $550 cash and balance of loan. 360-665-6009

FOR RENT: 28 ft. Class C Motorhome, fully
loaded, just brought from family. $1,120/day, 500 miles a day. Free possible discount. Call Julie 253-732-2738

1992 BOUNDER 34J, 454 Chevy engine, sleep 6. New transmission, new refrig-
erator, dual heat, dual A/C, rear queen, 7 kw generator, microwave, backup camera. No
smoking/pets. $18,000. 352-1025-4155

BASSFISHER 2015-162-42", box, never
fired 12 boxes ammo. 9590 cash/FSR. Positive identification required at purchase. Call 360-652-7962 for more info.

MOTORCYCLE COACH LINES. $1,100/yr. 253-432-7346

2 fireplaces, new carpet/paint/flooring. Hot
tub, dual heat, dual A/C, washer/dryer facilities, lodge, game room, wide use! Large RV spaces, cabins, hot show-

BEAUTIFUL COUNTRY ACREAGE of Mt.

1999 JORDON BRONCO-II, 1999, 90K miles, babied! Camper and tow pkg, $3,250

1999 FORD BRONCO-4X4, low miles, new
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Training Provides Effective Communication Tools

Ever notice how for some people the door to opportunity is always open and for others, that same door doesn’t budge even a crack? To open the door to opportunity and communication, the right signals must be sent. Everyone has access to all the signals needed to do so, but only those who learn which communication signals to send will quickly gain the receptivity of others.

Recognizing the importance of communication in this critical contract year and the role the Stewards will play, the Union delivered training to help Stewards learn how to read and send those signals.

Understanding communication styles and the signals associated with them is like learning a language. When you understand the language of style, you can be successful in communicating with most people you meet. When you understand the signals of others and communicate in ways that get your intended message across, you send success signals. People will find you easy to talk to and they will listen to you. That’s communication success. Stewards must be able to ensure that communication lines are open for all members in the shop to feel comfortable and able to approach them. Communication is key to a strong Union and an informed membership.

District 751 President Tom Wroblewski noted, “Stewards have been asking for additional training, and the Union was proud to deliver it. With negotiations this year, it is crucial that Stewards have the skills to effectively communicate with all members. The Union is putting together additional training for the Stewards. This is just the first in more training to come to ensure our Stewards are armed with the tools they need to most effectively represent the membership and enforce the contract.”

Union Steward Dena Bartman noted, “I found the class to be very useful. Being a Steward and having to deal with a multitude of personalities can be challenging. The class gave me insight and tools to help improve my listening and communication skills. Now that I understand the ‘hows’ and ‘whys’ of the individual ‘colors’, I can change my communication style depending on the person’s dominate communication ‘color.’ This is a class that everyone could benefit from.”

Jim Roberts echoed the sentiment saying, “I thought the class was cool and ‘whys’ of the individual ‘colors’, I can change my communication style depending on the person’s dominate communication ‘color.’ This is a class that everyone could benefit from.”

With this training, Stewards can better open communication lines and build a strong and better informed membership.

751’s Henry Helps High School Students Learn Presidential Caucus Process

As a member of the 751 District Legislative Committee, David Henry is actively involved in politics at the local, state and federal level. Understanding the importance of education and getting our young people involved in the election process, David recently visited an area high school to help run a mock caucus. The idea was to inspire students to register to vote and become aware of the political process so that those students who will be 18 by November can make an informed decision as they cast their Presidential ballots.

After his son, who is a high school senior, called one day to ask what precinct he was in for a mock caucus, David decided to bring more information to the school. “When the class was going to go through a caucus exercise, I volunteered to help with the two classes. It was interesting with high school seniors. Some really got into the process and wanted more information,” noted David. “Just as important, I was able to talk about labor and where we stood on issues. I explained how politics impacts our jobs and affects every person in the country – even those who are too young to vote. It was important to not just educate Stewards on attributes for their communication style and best ways to get through to their style.

Union Steward Bob Gepford (l) presents information from his group on how to best communicate and interpret their group’s message and communication style.

Stewards Bart Clauson (l) and Tom Sweeney discuss their communication style.

Stewards brainstorm on attributes for their communication style and best ways to get through to their style.

751 AERO MECHANIC March 2008

District President Tom Wrobleswki and District Secretary-Treasurer Susan Palmer listen to members’ issues at the Spokane Triumph plant.

Pension ‘Triumph’ at Spokane Plant

Recently, District 751 President Tom Wrobleswki and Secretary-Treasurer Susan Palmer met with members at Triumph Composites in Spokane. Union leaders got a chance to listen to members’ issues at the plant.

During the meeting, members expressed concern about two different payout tables for the IAM National Pension Plan. After contacting the IAM National Pension Plan, the Union was able to resolve the issue and ensure that ALL current and future members at Triumph will receive retirement benefits based on the higher payout table. This eliminates any concerns about a two-tier retirement benefit and puts the issue to rest.