Teamwork Brings Dramatic Results

If a process needs to be improved, what is the best source for answers? The subject matter experts since they are the people who regularly perform the job and can offer the most innovative and effective ideas.

Recently, members from Auburn, Everett and Renton teamed with management and licensed transportation, to brainstorm a new method to ship the 18-foot tube and ducts used in Boeing air-planes. The results of this teaming were dramatic in cost savings, waste reduction, productivity improvements, efficiency increases, the elimination of safety hazards and reducing the carbon footprint. The outcome proved that ingenuity remains alive and well at Boeing.

Credit goes to the Shared Service Group (SSG) Moonshine shop in Renton and licensed transportation for spearheading the effort by pulling together representatives from each group for a 3P (Production, Preparation, Process) workshop to “lean out” the process. By working together with all interested parties, members and management not only devised a new shipping process, but had custom shipping boxes designed by our moonshine shop built in-house by the Renton Tooling Wood Shop (R3774). Once Tooling began building the actual boxes, they introduced several significant changes of their own to improve the final product. The teaming was a win-win for everyone.

Moonshine shops dismiss ideas and build prototypes—often using scrap material and hardware that has been cast aside in the factory. Their resourcefulness is often the key to turning creative ideas into working realities.

The main challenge in this workshop was finding an efficient, safe way to ship the 18-foot tube and ducts produced at the Tube and Duct Responsibility Center (TDRC) in Auburn. In the past, parts shipped on shop assist (SA) dollies and tub skids, which required TDRC members to sleeve and shrink wrap parts to protect them in transit. Beyond just being time consuming, this created a potential safety issue using propane flame for shrink wrap, which could have resulted in burns or catching the cardboard on fire. Members also found themselves bending and twisting at awkward angles to get the gangly parts loaded—increasing the likelihood of injuries. In addition, Boeing drivers were frustrated with delivering mainly “air” on their trailers since there was no way to stack SA dollies.

At the workshop, everyone agreed a custom, closed lid box was the solution. “Before we build a prototype, everyone takes ownership in the process. Then we try to build in all ideas from the workshop, including ergonomics,” stated 751 member Justin Hollibaugh, who works in the facilities moonshine shop in Renton. “Our management from directors on down have embraced and empowered our moonshine shop to improve services. I have to give them credit for this shift in thinking.”

The SSG Moonshine shop delivered a prototype 20-foot custom, foam-lined shipping box that incorporated suggestions and input from each group and included features like:

• The ability to more efficiently load the parts on transportation trucks.

New Contract Delivers for FlightSafety Services

The union agreement was evident as Machinists Union members working for FlightSafety Services at Air Force bases across the country resoundingly approved a new contract in April by over 99 percent. At Fairchild Air Force Base in Spokane, FlightSafety Services members voted unanimously to accept the new agreement.

These members are essential to keeping the current fleet of KC-135R Air Force tankers in the air and a well-trained flight crew ready. The IAM represents the simulator maintenance technicians and pilot instructors.

This is yet another prime example of how Machinists Union representation can benefit workers covered by the Service Contract Act.

Three years ago this group received first year wage increases that averaged $7.04 per person.

The new contract ratified in April again delivered big first year wage increases. The new contract increased wages for pilot instructors at Fairchild by more than 13 percent while simulator maintenance technicians received increases of 6.69 to 6.95 percent (depending on their classification). In both the second and third year of the contract, all members will receive 3.75 percent wage increases—far above the average increase in the current economy and again a testament to the experienced IAM bargaining team.

Other top highlights of the new agreement include:

• Maintained cost controls on health care premiums. The company will also pay each employee 3 percent of their gross pay plus $1,500 per year to help offset the cost of employee’s health care cost.

• Improved language to keep supervisor down time to a minimum.

• Approximately 84 IAM members will benefit from language changes giving them the ability to accept a new role.

Business Rep Stew Warran and Steward Jim Kurzhal were the voices for Spokane FlightSafety Services members at the bargaining table. IAM Representatives from all 11 sites across the country helped craft the new contract.

Spokane Solidarity

Members at Triumph Composites are united and voted over 99 percent to approve strike sanction.

Celebration Designed to Involve Family

Kids are encouraged to take part in the Union’s 75th anniversary celebration essay and coloring contest.

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Our Members Are Main Reason Why Boeing Tanker Is Better

by Tom Wrobleswki, District President

Our members at Boeing have heard by now that we’re going to have competition for the U.S. Air Force tanker after all—now that EADS has finally decided to enter its solo bid.

I’ve said it before, and I’ll gladly say it again: It doesn’t matter whether EADS bids or not, the Boeing tanker is the only one that makes sense for the U.S. military, the American taxpayers and our nation’s economy.

I heard U.S. Rep. Norm Dicks speak on the subject last month, and he thought he raised a couple of important points that are getting drowned out by the shouts of the French politicians and their Alaba- ma allies.

For starters, let’s not forget that in 2008, Boeing submitted a lower bid than the EADS/Northrop Grumman team. The price tag for their 179 planes was billions more.

“...We also must remember that their proposed KC-45 jet is just too big. Air- bus and its Alabama allies seem to think that a bigger jet is a good thing, but in the real world, where the laws of physics apply, a bigger airplane requires more fuel to get up in the air and stay there. That extra fuel costs money, so much so that it would cost the Air Force an extra $35 billion to fly the KC-45s over their proposed 10-year time — and $35 bil- lion just happens to be the estimated purchase price of the entire fleet.

Buying a bigger airplane would also force the Pentagon to spend billions more to remodel airport taxways and hangars that the KC- 45 currently would not fit in.

Instead of wasting billions on han- gars, asphalt and gas-guzzling giants, we should be focusing taxpayer dollars where they’d do the most good — replacing 50-year-old KC-135s with state-of-the-art Boeing tankers.

Of course, the biggest problem with the EADS bid is that it relies on French workers to fabricate the parts that will be assembled by a yet-to-be-hired and trained workforce in Mobile.

Meanwhile, Boeing is proposing to let the world’s best aerospace workers do what they’ve been doing for years now — build better airplanes than any- body else.

So if EADS wants to bid, let ‘em. You and I know that we can build a better tanker in less time and for fewer tax dollars.

Boeing CEO Jim McNerney last month said that when it comes to the tankers, he’d “bet on our guys” to de- liver for the Air Force. It’s not much of a gamble, I’d say — putting up our Dis- trict 751 Machinists against EADS’ yet to be hired and trained Alabama workforce is like putting an all-pro all- star team into a spring training match against a small-college freshman team.

Our members are the ones who can build the tanker, should build the tanker and will build the tanker. The only im- portant thing about last month’s EADS announcement is that it removes any questions and lets us move forward.

District 751 Machinists accomplish great things at work every day, but you also do phenomenal things with your time off. There’s no greater example of that than the work of the members in the Machinists Volunteer Program (MVP).

I want to tell you how proud I was to present the awards at last month’s MVP Banquet at the Seattle Mall. Our MVP team continues to do amazing things in our communities. Last year, 444 of our members volunteered 3,721 hours of their own time to help better the lives of their neighbors. You built wheelchair ramps for the homebound, collected food for the hungry, prepared meals for the home- less and used your skills in dozens of other projects nearly every weekend in 2009.

That doesn’t include all the time and energy our members invested into fundraisers for Guide Dogs of America — events like our annual golf tournament, our Everet fun run and the Puppy Putt motorcycle rally. We raised nearly a quarter of a million dollars last year to help provide service dogs for people who are visually impaired.

And the work goes on, with last month’s Poget Sound/Labor Agency food drive, the fundraising drives for Guide Dogs and the Union Sportmen’s Alli- ance, and MVP projects like the Camp Kiloqua cleanup in Stanwood. We’re still tallying the totals, but I want to thank all of you who stepped up to con- tribute to these important causes.

It amazes me to think of how much you do in the community, especially when I consider how much mandatory overtime that many of you at Boeing are having to work.

For 75 years, members of this Union have been building a better community. I believe that’s a legacy that will endure for the next 75 years as well.

New Contract Delivers for FlightSafety Services

Continued from page 1

sons from performing bargaining unit work.

• Secured work transfer language so an employee at a site where positions are reduced or terminated will be provided first opportunity to transfer to open posi- tions at the new location.

“Congratulations to everyone in- volved — especially Business Rep Steve Warren and Steward Jim Kurzhal, who were the voices for Spokane at the bar- gaining table,” said District 751 Presi- dent Tom Wrobleswki. “These workers earned the contract they purchased by the performance of the Spokane unit in negotiations and at the bargaining table,” said District 751 Presi- dent Tom Wrobleswki. “These workers earned the contract they purchased by the performance of the Spokane unit in negotiations and at the bargaining table.”

IAM 751 Organizer Jesse Cote. Because these workers are covered by the Service Con- tract Act, Machinists Union representation is a smart way to go.

Even when the govern- ment contract is paying “all that the law requires,” the IAM can often get more for the workers (which is evidenced in the FlightSafety Services agreement).

The same is true for fringe benefits, insurance and retirement provisions that the contractor may otherwise not have to offer. Finally, under the Service Con- tract Act, if you’re represented by the union and the contractor changes, you have continuity and job security — mak- ing “Union Yes” the right decision.

“Servicing on the negotiating commit- tee was a good experience and I really learned a lot,” said Jim Kurzhal, who was the shop-floor representative from the Spokane unit in negotiations and serves as a Union Steward for the mem- bers.

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District 751, International Assn. of Machinists and Aerospace Workers

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Heather Barstow
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Ray Baumgardner
Richard Jackson
Mark B. Johnson
Jon Holden
Brett Coty
D. Joe Crockett
Ron Bradley
Emerson Hamilton
Charles G. Craft
Steve Warren (Eastern WA)
Union Business Representatives

Union Offices:
• 9125 15th Pl SE, Seattle; 206-763-1300
• 201 S 30th St, Auburn; 253-833-5590
• 233 N 5th St, Renton; 425-235-3777
• 8729 Airport Rd, Everett; 425-355-8021
• 625 E Mission, Spokane (509) 334-9090 or 1-800-763-1305
Toll-free to Seattle from:
Nationalwide 1-800-909-1381
Tazma 253-627-8822
Hotline: 1-800-763-1110
Web site: www.iams751.org

Pete Armstrong (l) and Ray Ebach from FlightSafety Services repair electronic panels on the KC-135 simulator.

Tom Wrobleswki, District President, Boeing

Continued from page 1

75th Anniversary T-Shirts

Order your 75th anniversary t-shirts (available by pre-order only) through your Union Steward, at any Union Hall or online. Let’s celebrate this milestone — $15 each.

Women’s shirt (left) is scoop neck and does not have a pocket. Women’s sizing is off — please order one size larger.

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Health care reform that lowers the cost of insurance for working people and companies is bringing organized labor closer to its goal, District 751 Secretary-Treasurer Susan Palmer said.

“We’ve dreamed about a day when health care would be off the table when we negotiate with our employers,” Palmer said. “That day is not yet here, but the new law moves us that much closer.”

Palmer was one of the speakers at a “Celebration of Health Care Reform” on March 28 that was hosted by District 751 at the Seattle Union Hall. The event drew a packed house of close to 500 people, who came to cheer and listen to Washington political leaders who led the fight for health reform and to ordinary citizens who will benefit from it.

One of the speakers was 11-year-old Marcella Owens, the Seattle boy who became a symbol for progressives – and a target from opponents on the right – when he spoke out on behalf of health care reform. Owens’ mother, Tiffany, died in 2007, of complications from pulmonary hypertension. The illness caused her to miss work, which led to her being fired from her job. Owens’ role in the fight is not over, warned U.S. Attorney General Rob McKenna.

“The larger size of the Airbus tanker would mean the larger plane was less available,” said Owens. “We had six years and did nothing.”

While the new health care law moves us that much closer, Attorney General McKenna can threaten all he wants, but Washington is moving ahead, Gregoire said. “We’ve hit the ‘send’ button and we’re going to fully implement all aspects of health reform.”

Cantwell agreed. “My message to our attorney general is he should innovate, not litigate.”

“Not yours, and not the American people’s,” she said. “Whose side are they on?”

Baird added. “Barack Obama got the job done in one year – yes, we can.”

The new law allows a half million unemployed Washington residents to get health insurance and allow 150,000 small businesses to get competitive rates, he said. “The other side tried to keep the little guy to stand up to people who couldn’t afford it before, said Gov. Chris Gregoire. “Nobody,” she vowed, “is going to stand in the way of Washington state being one of the first in the nation to fully implement health reform.”

Health Care Reform Moves America Forward

EADS may be in the bidding for the U.S. Air Force tanker contract, but the Europeans have a huge disadvantage to overcome, analysts say – they don’t have skilled and experienced aerospace workers to assemble their plane in Alabama. “Boeing’s advantages are a mature industrial site in Everett, with a tremendously experienced work force. And they have the smaller airplane with lower operating costs,” said Scott Hamilton, an Issaquah-based aviation analyst with Leeham Co. “I don’t know how EADS overcomes that.”

Hamilton’s comments echoed those of District 751 President Tom Wroblewski. “The EADS proposal will lack a crucial component – skilled and experienced American workers like our Machinists Union members,” Wroblewski said. “It doesn’t matter who bids or doesn’t bid, the clear fact is that the Boeing KC-767 tanker built by our District 751 members in Puget Sound is simply the best option.”

EADS executives say they’ll submit a bid today for a 797KC-45 tanker to the Air Force by July 9, taking full advantage of a Pentagon decision to give the Europeans an extra 60 days to enter the tanker bidding, after their long-time partner – U.S. defense contractor Northrop Grumman – backed out in March, declaring that the KC-45 couldn’t beat Boeing’s proposed 767-based tanker in terms of meeting the Pentagon’s bid specifications.

EADS hopped-flown on whether it would enter a solo bid, and spent weeks trying unsuccessfully to find a new American partner before finally making its solo bid announcement on April 20.

U.S. Rep. Norm Dicks said that EADS should make a smart business decision and not place a bid. The oversized, French-built tanker would be too expensive to buy and too costly to operate. He added that “Northrop got it right for a reason.”

EADS executives – and pro-European congressmen like Sen. Richard Shelby of Alabama – say the KC-45’s greater size and carrying capacity compared to the proposed Boeing plane.

The larger size of the Airbus tanker was a disadvantage in the real world, not an advantage,” he wrote in an essay published on the Web last month. “Its larger size meant it would not land on many of the runways our current tankers use. That would mean the larger plane was less available than the medium-sized Boeing tanker.

“Not yours, and not the American people’s,” he asked. “Who’s side are they on?” The larger plane will also be more expensive to operate, noted Dicks. “It’s just physics, it burns more fuel.”

And over the planes’ lifetime, that additional cost would add up to about $35 billion – which is the expected cost to buy the planes in the first place, he said. EADS also plans to continue with the plan to assemble the tankers in an as-yet-unbuilt factory in Mobile, Ala., from parts manufactured in France and shipped across the Atlantic Ocean. That will add to EADS’ costs, and it will be harder to enter a competitive bid, Teal Group analyst Richard Ostow told The Seattle Times.

And none of that addresses the increased risk the Air Force would face in relying on a foreign company to supply components to an unarmed and Untested American workhorse, as EADS proposes.

“The Boeing tanker is the only realistic option,” said Wroblewski. “Our members are the ones who can build it, should build it and will build it!”
Know the Proper Procedure
If You Get Injured on the Job

When you got hurt playing in Little League, what did your coach say? Rub some dirt on it and walk it off. That tough guy (or tough girl) approach doesn’t work in an industrial workplace, however. Washington state law requires all workers who get hurt on the job to report it to their supervisors, and District 751 members who work at Boeing are also required to make similar reports by a firm company policy.

Making the reports ensures that unsafe processes, machines or work practices get identified and changed so that future injuries— or even deaths—are avoided. Washington state law requires companies to address unsafe work conditions, but that won’t happen if injuries aren’t reported in the first place.

Boeing’s company policy also requires its workers to use protective equipment, follow safety procedures and report injuries immediately. Failure to do that can result in corrective action. So if you get hurt, what should you do?

• Immediately tell your supervisor and your Union Steward about any work-related injury or illness, regardless of severity. If your supervisor is not immediately available, report the injury to another manager in your organization. Members at Boeing, in particular, must speak to a manager.

• If your condition seems likely to require medical care or to cause you to miss work, go get treatment. But members who work at Boeing are required to go to the Boeing Medical Clinic at their site before leaving work. Clinic staff will record your injuries and give you benefits information.

• If you work at a Boeing site that doesn’t have a clinic, if the clinic is closed when you’re hurt, or if you’re physically unable to make it to the clinic, report the injury right away to Boeing’s Disability Management group at 1-800-242-1110. (An exception—if you’re leaving in an ambulance, you’re not required to make an immediate injury report.)

• If you’re going to miss work because of the injury, call your supervisor before the start of your next shift. Members who work at Boeing must also call Boeing’s Disability Management group at 1-800-242-1110. If it looks like you’re going to miss five or more days of work, Boeing employees must contact Total Access—either online at www.boeing.com/expres or by calling 1-866-473-2016.

• If you work at Boeing or elsewhere, contact your Union Steward to let them know as soon as you know that you’ll be off work for a while. The earlier your Union representatives know about your injury, the better they’ll be able to help with any disagreements that may arise as you recover and get ready to return to work.

Making our workplaces safer is a longstanding goal of the Machinists Union, but it requires the efforts of all members to make it happen.

Learn a Foreign Language
With RosettaStone

Your opportunity to learn a new language has arrived. Starting May 3, IAM represented employees at Boeing may register to use RosettaStone® premier language-learning software at no cost and no impact to your Education Assistance (EA) funds. IAM/Boeing Joint Programs is excited to offer this highly respected learning tool.

Employees wishing to take advantage of this opportunity must contact an IAM/Boeing Joint Programs QTTP career advisor. Our advisors will help you with registration and provide you with the required hardware and passwords. Employees can ‘pre-register’ with their career advisors starting April 23, and can begin using the program May 3.

The following twenty-five languages are offered:

- Arabic
- Greek
- French
- Dutch
- Hindi
- Chinese (Mandarin)
- Polish
- Hebrew
- Irish (Gaelic)
- German
- Russian
- Spanish (Spain)
- Greek
- Swedish
- Spanish (Latin America)
- Portuguese
- Italian
- English (US)
- Tagalog
- Japanese
- English (UK)
- Turkish
- Farsi
- Korean
- Vietnamese
- Latin

To register and get started learning a new language, contact an IAM/Boeing Joint Programs QTTP career advisor. See our website (http://iamboeing.web.boeing.com/careeradvisor.cfm) for career advisor hours and locations, or call 1-800-235-3453 to schedule an appointment.

Please note: RosettaStone® training MUST be taken off-hours only and is recommended for home use. Your computer at home must have a sound card and an internet connection in order for the program to operate. The program may not operate properly on some Boeing computers.

For more information about IAM/Boeing Joint Programs and the resources and services we offer, please visit our website http://iamboeing.web.boeing.com at work or www.iam-boeing.com from your home computer.
Women's Health Week to Focus on Cervical Cancer Prevention

Cervical cancer is preventable and District 751’s Women’s Committee will be working to get that message out during National Women’s Health Week in May. The week will be observed May 9-15.

More than 4,000 American women die from cervical cancer each year. The cancer is caused by a virus—the human papillomavirus, commonly called HPV. It is the second most common type of cancer that strikes women today.

There is a vaccine that protects against the most common forms of the virus, and the virus itself can be detected through common Pap tests during a woman’s annual exam.

However, a recent survey found that only 53 percent of Seattle-area women are aware that cervical cancer can be prevented, and 52 percent said they had not had a gynecologic or pelvic exam in the past year.

Those figures are shocking high, and are what prompted the District 751 Women’s Committee to get involved with the Pearl of Wisdom campaign to help spread cervical cancer awareness, said Jacke Boschok, who is the Union’s Health and Benefits Coordinator and who also leads the committee. “Women need to know more about how easy it is to prevent cervical cancer,” Boschok said. “It’s literally a life-and-death issue, and the steps to ensure life are fairly simple.”

The campaign’s backers urge women and girls to take action:
• If you or your daughters are between the ages of 9 and 26, talk to your doctor about the HPV vaccine, which protects against the virus.
• If you’re 21 or older, get a Pap test, which can detect the abnormal cells that can lead to cervical cancer.

District 751 Women’s Committee is using Women’s Health Week to promote awareness on cervical cancer prevention. As a symbol of the campaign, the Women’s Committee members are wearing Pearl of Wisdom pins (inset above), which can be purchased for $6.95 each through the campaign’s website: www.PearlOfWisdom.seattle.

Continued from page 1

Teamwork Brings Dramatic Results and Improvements

• Ergonomics to reduce strains in the load/unload process.
• Capability of being moved by one person without a machine or towed by a jinery.
• Visual controls so receiving can easily identify the shipment.
• Built in-house so additional improvements can be made.

District 751 member Shaine Nichols, who works at TDRC, stated, “I’m happy that we needed to build them in-house so we could continue to make modifications, and we would have the ability to make repairs as needed in the future.”

Once the prototype was approved and tested to transport the parts, members in Tooling were happy to take on the project and used their skills and expertise to further the production process as well as offering further improvements.

“Lyn Mathews and Chuck Haberlach deserve credit for their hard work and creativity. When TDRC requested the boxes be able to stack on transportation trucks, they built the nesting and chalking into the design, as well as lock wheels. They continue to make improvements and communicate with TDRC to offer additional enhancements with each box we manufacture,” reports Ken “Red” Jordan, a Steward in Renton Tooling.

“When a pre-assembled wheel set/brake package was priced too high, we ordered the parts separately and assembled them here - cutting the price for that item in half. Just another way to keep the costs down,” Jordan added.

Since the first boxes were delivered, additional innovations have been built into future boxes thanks to the skills of Renton Tooling.

“We tried multiple ways to combine freight using the new shipping method, but nothing was efficient. Ergonomically, it was a challenge at times to get things out of the SA dollies and tub skids,” stated Nichols, who stands a little over 5 feet tall.

“With the new boxes, we get 85 percent of freight on one truck and eliminate tub skids, SA dollies, shrink wrap and sealing. Now we don’t have to reach in at weird angles or take time to get boxes in the correct position and having the parts ready to go at the correct time every day. In addition, we would shrink wrap the parts for six SA dollies a day (at nine minutes each) – requiring at least an hour of their time every day. In addition, they would shrink wrap the parts for six SA dollies a day (at nine minutes each). TDRC also spent a little over $3,900 per month on heat shrink materials. The new boxes eliminate that material cost and will free up additional time for the TDRC to focus on other projects.

Renton 737 operations management is now considering the custom boxes to ship their tubes and ducts. Business Rep Joe Crockett applauded the collaboration and stated, “There are so many ways our members help Boeing be more successful when the Company gives them that opportunity. The people who do the work are the experts – why not harness their talents and ideas to make things more efficient, safer and less costly? Our members would feel more a part of the process and enjoy being asked to provide input.”

With this type of innovation and success, more shops should tap into this knowledge base to ensure Boeing remains competitive in this challenging global economy and to keep these jobs here. It is about doing things smarter, which is always a win-win for everyone.

Steward Ken “Red” Jordan (l) explains to Steward Scott Donohoe (l) and Business Rep Joe Crockett that by assembling the wheel and brake locks in tooling, the price for the wheels was cut in half.

May 2010

751 AERO MECHANIC

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District 751 Retiree Spotlight: Nels Wasley

By Rosanne Tomyn

This month’s Retiree Spotlight feature introduces you to Nels Wasley. Born in 1913, Wasley lived through the Great Depression in Washington State and worked through World War II in the factory. He witnessed first-hand the drastic changes in the workplace, labor movement and national landscape that many of us have only read about and whose interview sheds some light on just how much has changed since the Great Depression generation entered the workforce.

Where did you grow up?

I was born in 1913 in Puyallup right off of Stewart Avenue. I went to Puyallup High School. My dad lost his job at Boeing in 1933 on the railroad and a friend of his got a two-acre place between Puyallup and Sumner. My mother and my dad worked their butts off possibly more than they should have, getting the till together. We grew blackberries and raspberries, and there were some fruit trees. And yes, we were hungry. We didn’t have a lot of milk. But when I got older I liked to go up to Seattle to dances at the Dance Hall. It was during the ’30s, I was pretty wild because there wasn’t a lot of place to go, and the 40s, I was sailing through.

When I heard the news about Pearl Harbor, it was on a Sunday, I thought ‘they gotta be crazy, they can’t whoop this country!’ I went along fine; nobody bothered me. In fact, along come a couple of the women that was on strike. That didn’t suit me a bit. And of course he didn’t get to join it either. Except for the strike breakers. And they didn’t last very long because no one would talk to ‘em.

When did you get hired at Boeing?

August 7, 1941 was my first day.

Did you work with many women during the war?

Yes, there was a little time right after the Japanese surrendered they closed down completely. They started even dismantling some of the planes that they had worked on and I didn’t even get a chance to get my unemployment because they hired me back as a warehouseman.

Tell me about the 1945 strike.

It was pretty gruesome. When I heard that the Company was going to get the Teamsters Union, our milkman comes up there and he belongs to the Teamsters. ‘No more milk,’ I said til you guys are done with Boeing. It ain’t the same outfit, Mr. Wasley,’ he says. I had two children so I was pretty upset. I figured we would be in it even more. At that time, I was working with Boeing and with a child. I was on the list to go then if I had been single though. They wouldn’t want a married person to go to war when it suited them. Mmm, and a child and working in a defense industry, you were solid to not get sent.

Do you feel America’s response to Pearl Harbor was similar to the response to Pearl Harbor when that happened?

Something in that range. Yeah, to Pearl Harbor we were ready to go to work and we went to work. Just like that. We put out everybody.

What security was like at Boeing during the war?

The whole town, they had ballrooms up there, they thought the Japanese were gonna bomb the place. On top of the roof they make it look like a city. I saw pictures of it and I said ‘if the Japanese had seen that, they’d have known the factory was under there!’ It looked better than the rest of the town.

When I heard the news about Pearl Harbor, it was on a Sunday, I thought ‘they gotta be crazy, they can’t whoop this country!’ I went along fine; nobody bothered me.

What was the Union like during the strike?

They gave us pep talks every week throughout the war. And we got a strike benefit. That wasn’t a deal but we lived it on it. Even my mother wanted me to go back through the picket. I was not gonna do that. I didn’t think it was right on the picket line standing there with big fire barrels.

What do you remember about what happened between the Teamsters and the Machinists during the 1948 strike?

Dave Beck, big shot that started the Teamsters Union. He started another union behind the back of somebody else. That was on strike. That didn’t suit me a bit. And of course he didn’t get to join it either. Except for the strike breakers. And they didn’t last very long because no one would talk to ‘em. How was work different when you came back from the strike?

I got along fine; nobody bothered me. In fact, along come a couple of the women that was on strike. They said ‘you don’t go talk to Mr. Brown there and get to be a supervisor?’ I looked at them and I said ‘you mean supervisor over these, you know, scabs and stuff?’ I said ‘no, I don’t want it.’ So, I didn’t go down and talk to them.

Were you involved in any other strikes?

I retired in 1978 and they had strikes after that and I belonged to the Boeing Employees Union Club. I didn’t get in through the picket line to play tennis and I stopped one day in front of a can and told them that. They said ‘it’s alright Mr. Wasley, you’re retired.’ But I made sure to stop and talk to ‘em and tell them.

During the Cold War, there was a lot of finger-pointing at Unions and other worker organizations saying they were communists. What did you feel about that?

Well, if they printed stuff like that, that’s a stinkin’ lie in my book. I’ve never thought about it in that way. The Union is something to make living conditions and working better in my book.

Were you laid off again after you were rehired during the shut-down after WWII?

No layoffs. Our shop in the ’70s had a big layoff and three shifts got down to 10 or 12 people and I was one of the 12. It fluctuated, the minute you know.

What was your job at Boeing?

I was trying to stay out of the war as much as possible. I was in the big cities...At that time, I was probably making worse (then)...

kept on getting their milk from.

Name: ___________________________________________________

Address: ___________________________________________________

City, State, Zip: ____________________________________________

Phone Number: ____________________________________________

Attention Retirees - Share Your History!

The Communications Department is looking for retirees who would be interested in sharing their personal stories of Union membership and working at Boeing or other employers. If you’re a Retired Machinist and would like to participate, please contact us.

I called to (206) 764-0340 or 1-800-763-1301, ext. 3340, OR Email an email with contact information to: rosannet@iam751.org OR

* All the form below to: Aero Mechanic, 9125 15th Pl S, Seattle, WA 98108

* Name: ___________________________________________________

* Clock # or BEMID: ____________________ Year Retired: ______

* Phone Number: __________________________________________

Volunteers Recognized

By Dave Davis

Continued from page 1

Volunteers Build Greenhouse

Ten District 751 MVPs spent a recent day off rebuilding a greenhouse for a Tacoma agency that provides child and family services.

Every day, the greenhouse helps protect children and families, as well as older adults and children with disabilities. The structure was built without side supports and “the wind had just knocked it down,” said Wilson Ferguson, a Union Steward who helped organize the effort.

Gateway provides a range of services to support children and families, including foster care licensing and placements, counseling for children, and divorces and families, caring and supervision visits for children who are caught up in domestic violence cases.

The group traced its roots back to the Women’s Legal Defense League, which formed in Tacoma in 1890, and it is a successor to the group that ran the Jesse Dyslin Ranch for homeless boys, starting in 1920.

To generate more money for these programs, the group grows and sells organic produce at its 15-acre farm, which is at 3501 104th St. E in Tacoma.

To help out, the Union volunteers turned out on Saturday, April 3, to install braces to the greenhouse’s 200-foot-long frame and replace the plastic cover so that the Gateway staff and other volunteers could plant tomatoes and other vegetables that will sell to W.

Letter Carriers’ Food Drive!

Saturday, May 8 is the annual Letter Carriers’ Food Drive. Carriers from all across the nation have made it an easy way to help others who utilize area food banks or non-perishable foods on your mailboxes on Saturday.

Carriers will do the rest.

Carriers are needed to help on May 8 at the following times:

May 8th: Evert Main Post Office (3102 Hoyt Ave) at 100th St SW at noon, and Lynwood Post Office (6817 Lynwood Dr SW) at 100th St SW at noon.

For more info on volunteering that day contact Suzanne M. W.
family members who have helped with the various projects were also honored at the banquet. thanks to all who helped throughout the year. if you would like to participate in mvp projects, contact kavm@iam751.org to get on the mailing list.

district president tom w roblewski (l) honors george braun as top retiree volunteer.

more than three dozen machinists union members turned out with their families for a clean-up project at campfire usa’s camp killoqua.

the group was using small tractors to haul the platforms, but they couldn’t get through to the campsite, he said. “it had rained earlier, and the trail was not level. the tractors wanted to slip and tip over.”

as a result, the volunteers had to manhandle the heavy wooden platforms and their braces into place, he said.

many of the volunteers have a personal connection to camp killoqua, haviland said. “some of the parents were campers there as kids,” he said. “and a lot of the kids use those facilities, so it’s an added plus.” continued on page 11
I had three people working for me. This was a production job but I stayed with it.

Bluestreak; that was priority work. Every pattern and they had what they call the Safety Shoe! Betty Boot. That was in ’56, I remember. You know the prototype? The Dash 80.

I had the whole day to prepare to enter the workforce.

When did you retire?

I don’t like it; in fact, I’m amazed that I have a job!

I love it. I like the work. I love the company. I love the people.

What do you think about Boeing’s decision to build the second line in South Carolina?

I think it’s a good decision. It’s a good move for the company. It’s a good move for the workers.

Tell me about your education. Did you go to college?

I went to college. I have a degree in electrical engineering.

What do you think about the current debate and the possibility of having a foreign-built tanker?

I think it’s a good idea. It’s a good move for the country.

Tell me about your hobbies. Do you have any hobbies?

I enjoy reading and traveling. I also like to play tennis.

Tell me about your family. Do you have any children?

I have two children. They’re both doing well. They’re both doing well in school.

What do you think about the state of the economy?

I think it’s tough. It’s tough for everyone.

What do you think about the state of the environment?

I think it’s improving. I think people are more aware.

What do you think about the state of the government?

I think it’s improving. I think people are more aware.

What do you think about the state of the military?

I think it’s improving. I think people are more aware.

What do you think about the state of the healthcare system?

I think it’s improving. I think people are more aware.

What do you think about the state of the housing market?

I think it’s improving. I think people are more aware.

What do you think about the state of the technology industry?

I think it’s improving. I think people are more aware.

What do you think about the state of the food industry?

I think it’s improving. I think people are more aware.

What do you think about the state of the fashion industry?

I think it’s improving. I think people are more aware.

What do you think about the state of the music industry?

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What do you think about the state of the film industry?

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What do you think about the state of the sports industry?

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April Retired Club Minutes

by Ruth Render
Retired Club Secretary

The meeting was called to order by Vice President T.J. Seibert, The “Lord’s Prayer” was said followed by the flag salute. Members sang “God Bless America.”

President’s Report: Vice President T.J. Seibert thanked all for attending the meeting. T.J. spoke about the National Conference for the Alliance for Retired Americans. There were several great speakers and the three main topics discussed were the new healthcare bill, Social Security, and Medicare.

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

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

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

Communications Report: There were no communications.

Health & Benefits: Health and Benefits Representative Jackie Boschok talked about the District’s food drive. District 751 is working with the Puget Sound Labor Agency to fight hunger. All through the month of April, donations can be made at any of the Union halls to benefit the PSLA food bank. All cash and food donations will be matched up to $1 million dollars by the Feinstein Foundation.

Health & Welfare: Helen Pompego gave the report. A moment of silence was observed for the following deceased members: Fergie Grimbush, John Krickner, Ronald Roller, and Helen Ross. Sympathy cards were sent to next of kin.

Legislative Report: Carl Schwartz gave the legislative report. He spoke about the new health care bill – it’s not perfect, but it’s a start. It’s definitely a step in the right direction. As we move forward, it will be built on and improved. One of the most important impacts on retirees will be the closure of the donut hole for prescription medications.

Carl also spoke about the possibility that there will be a Supreme Court opening in the near future. The President will be charged with filling that spot.

He spoke about the South Park Bridge. It is scheduled to close on June 30, 2010. It will impact anyone traveling this way. One of the things they are discussing is limiting truck crossing of the bridge but keeping it open to regular traffic for a while longer. It is important that they replace that bridge. It is vital to this area.

Carl made a donation to $100 to the Puget Sound Labor Agency. M/S/P

Birthdays: April birthdays included: Betty Degestrum, Jan Egger, George Braun, Jim Hutchins, Harold Dalisky & Jackie Boschok.

Good and Welfare: John Guevarra spoke about the 2010 King County Democratic Convention held at the Seattle Hall April 9. He said that they are focused on working for family issues. Senator Patty Murray spoke at the meeting and it was a very good experience.

Ruth Rendler reminded the club that the Communications Department is currently working to set up interviews with IAM retirees. We’d love to capture your history. If you’d be willing to be interviewed, please contact Rosanne Tomyn at 206-764-0340 or rosanne751@iam751.org.

Adjournment: A motion was made to adjourn. M/S/P

At noon each Monday at the Seattle Union Hall retirees are treated to a free lunch.

One segment of the conference featured speakers who discussed the new 18-member panel the Obama Administration has put together to study ways to reduce the annual deficit.

Many retirees are concerned about their Social Security. The deficit needs to monitor this panel very closely so they don’t try and take money out of Social Security Fund.

There was a lot of discussion on the new health care reform bill and how it will affect seniors. Just a few of the benefits to seniors include reducing drug costs by phasing out the doughnut hole, covers preventive services, supports early retiree coverage, removes obstacles to changing Part D plans, significantly lowers cost for struggling seniors, and bates lifetime limits on coverage.

Secretary of Labor Hila Solis spoke on the importance of getting involved to stay informed.

U.S. Senate Majority Leader Harry Reid, who also spoke, was presented the Leadership Award.

Conference workshops included:

• Using on-line organizing tools such as Facebook, Twitter and YouTube to educate and mobilize retirees.
• Building issue campaigns on specific issues to strengthen the Alliance.
• Learning more about efforts to reform Social Security and how to protect other key programs.
• Defending seniors in state budget battles.
• Health care reform. What’s in it for retirees?

Harry Reid speaks at the Alliance convention. Liz Shuler, AFL-CIO Sec. Treasurer and Barbara Easterling, Alliance President.

April 2010
751 AEROMETRIC Page 9

Building Retiree Power at 2010 ARA Conference

Retired Club Vice President T.J. Seibert was 751’s retiree voice at the 2010 Alliance for Retired Americans National Convention in April. Seibert joined nearly 400 Alliance activists and leaders from around the country at the convention to build retiree power.

The conference offered a wide array of education and training workshops to improve skills for grassroot activists and leaders of retiree groups. Participants heard from noted experts on issues such as Social Security and Medicare, the 2010 elections and using new communication tools such as Facebook to reach more retirees in your area.

The three main topics of the conference were Social Security, Medicare, health care reform and what they mean for seniors.

To build retiree power, Seibert reported he met retirees from several states. They are calling for the replacement of the bridge that connects two communities.

The bridge is vital to this area. It is expected to close on June 30, 2010. It will impact anyone traveling this way. One of the things they are discussing is limiting truck crossing of the bridge, but keeping it open to regular traffic for a while longer. It is important that they replace that bridge.

A motion was made to donate $100 to the Puget Sound Labor Agency. M/S/P

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April 2010
751 AEROMETRIC Page 9
Notice of Nomination & Election for District Sergeant-at-Arms

To fill the vacancy for the unexpired term of District Sergeant-at-Arms, the Union will hold nominations for the position at the June 8, 2010 District Council meeting to be held at the Seattle Union Hall, 9125 15th Pl S, Seattle, convening at 5:30 p.m.

To be eligible for nomination, members must be a seated District Council delegate as well as meeting all the “Qualifications of Candidates” listed in the District By-laws and the IAM Constitution.

Election Day

If more than one person is nominated for the position of District Sergeant-at-Arms on June 8, an election will be held on Tuesday, July 13 from 5 a.m. to 8 p.m. at the following Union offices:

- Auburn: 201 A Street SW
- Everett: 8729 Airport Rd.
- Renton: 233 Burnett N.
- Seattle: 9135 15th Pl S
- Spokane: 4226 E Mission St.

Absentee Ballots

Absentee ballots must be received no later than 30 days before the election. Members must qualify under the provisions of the IAM Constitution as follows:

1. Reside in an outlying area more than 25 miles from the designated polling place.
2. Be confined because of verified illness.
3. Be on vacation.
4. Be on official IAM business approved by the Local, District or Grand Lodge.
5. Be on an approved Family Medical Leave of Absence

For Locals A, C, E & F:

Direct absentee ballot requests to: District Secretary-Treasurer, 9125 15th Pl. S., Seattle, WA 98108 - either delivered in person or by mail.

For Local 86, 1123 and 1951:

Mail or personally deliver absentee ballot requests to: IAM & AW Ballot Request, 4226 E. Mission, Spokane, WA 99202. Office hours are 7:30 a.m. to 4:30 p.m. and closed for lunch from 1 to 2 p.m.

There’s Never Been A Better Time to Join the Union Sportsmen’s Alliance

Yes! I want a 1-year USA membership.

Choose your membership level:

☐ GREEN paperless membership (no charge)
☐ Membership by Mail ($10)
☐ Membership by Mail + knife & magazine* ($25)

*“For later - we will send you a bill
Do You: ☐ Hunt ☐ Fish ☐ Other

$25 Membership Level Only

Choose Magazine Subscription:

☐ Guns & Ammo ☐ In-Fisherman
☐ Petersen’s Hunting

Please Print Clearly:
Name:
Street:
City:
State: Zip:
Phone:
Email:
Union: Union Status: Active Retired Family
We will not give or sell your email address to any third party.
Mail to: Union Sportsmen’s Alliance 3540 Perimeter Hill Drive, Nashville TN 37214

GO GREEN

LIMITED-TIME COMPLIMENTARY USA MEMBERSHIP

NO PAPER = NO CHARGE

** MUST HAVE VALID EMAIL **

Benefits:

1-YEAR MYSTOPO.COM ONLINE MAPPING SUBSCRIPTION ($30 VALUE)
BRITTA GIFTCERTIFICATE FOR FIELD GEAR ($25 VALUE)
4 DIGITAL ISSUES OF THE UNION SPORTSMEN’S JOURNAL ($15 VALUE)
12 CHANCES TO WIN IN THE USA GUN-MONTH GIVEAWAY
MONTHLY USA E-NEWSLETTER

discounts on outdoor gear & services

access to “Members-Only” section of the USA website

A $70 Value!

$10 MEMBERSHIP BY MAIL (bill me later)
NO EMAIL - NO WORRIES

$25 MEMBERSHIP BY MAIL (bill me later)
PLUS A BUCK KNIFE & OUTDOOR MAGAZINE

We’ll send you a USA membership card, The Union Sportsmen’s Journal and a Benelli gift certificate by mail, and you’ll enjoy all the regular USA membership benefits like discounts & chances to win great prizes.

A $70 Value!

A $130 Value!
**EASTERN WASHINGTON**

**Members at ASC Machine Tools Produce Top Equipment**

For decades, members at ASC Machine Tools Inc. in Spokane have manufactured a diverse range of equipment for the metal building, can manufacturing and paperboard packaging industries. These skilled craftsmen fabricate the machines that produce material handling equipment for the can stock industry and metal buildings used throughout the world.

Our members at ASC are leaders in the design and manufacture of rollforming systems and they construct the highest quality components to maximize equipment life and minimize maintenance. ASC’s customers depend on the wide range of products our members produce to operate efficiently and keep their manufacturing plants running smoothly at ever-increasing levels of productivity.

As a result of the top-notch work by our members, ASC has developed a reputation for innovation, quality and responsiveness. All ASC equipment is built to the industry’s most stringent standards – again a testament to the skills of our members.

There are multiple classifications within the bargaining unit, and each position requires skills and expertise. From the journeyman to the helper from the machine shop to fabrication and electricians, all of our members work hard to ensure ASC is successful. Members there do everything from mechanical, hydraulic and electrical assembly to tooling, multi-axis machining, milling (CNC, NC and conventional), sheet metal, press work, brake bending, welding, structural steel work, heavy fabrication, grinding, drilling and boring.

These members have tackled the challenges of a global market by incorporating new technology, learning additional skills and finding creative ways to improve efficiency and save jobs. The fact that employees stay for decades demonstrates that ASC Machine is a good place to work and that members enjoy the benefits of a Union contract.

Like so many other companies during the current recession, ASC had to lay off employees because business declined. They went from 100 employees to their current 62. Even with dramatic cuts, they found ways to minimize the impact and keep as many workers as possible. The Company approached the Stewards to explore the possibility of work share, and the Union quickly agreed to the concept. This work share allowed employees to work a reduced workweek and collect partial unemployment to help bridge the difference in wages. For most members, the work share is ending, and there is hope that some of the laid-off workers may soon be recalled. A few members are even being asked to work overtime to meet the influx of work, but feel conflicted about overtime when there are others still on layoff.

This collaborative approach and willingness to explore different options helps ensure ASC remains viable and profitable during the downturn. In addition, Union members granted a one-year extension on the contract last year. Members are now preparing for the next round of bargaining. The current agreement expires on June 30. Business

**Members at Triumph Composite United for a Good Contract**

Members at Triumph Composite Systems in Spokane are united in their efforts to obtain a good contract when their current three-year agreement expires on June 30.

Members are doing their part to ensure a fair contract. On Monday, April 19, members demonstrated their solidarity and Union power by voting over 99 percent to grant strike authorization.

This overwhelming show of unity bolsters the Union’s position for the upcoming round of bargaining and demonstrates to Triumph that our members are serious about getting a fair contract that addresses important issues. Union negotiators studied results of the two recent membership surveys and used the information (plus other input from members) to formulate the Union’s initial proposal. Formal negotiations will begin on May 4.

Thanks to every member for taking the time to vote and doing your part to secure a fair contract.

**Finalizing the membership survey**

L to R: ASC Stewards Gordy Cockrell, Jim Helm, Jim Awbery, Staff Assistant Ken Howard and Business Rep Steve Warren.

**Ralph Scott (l) and Gordy Cockrell discuss a project.**

Representative Steve Warren, Staff Assistant Ken Howard and the three Stewards – Gordy Cockrell, Jim Helm and Jim Awbery – comprise the Union negotiating committee. In April, the committee put together a survey to get membership input and help prioritize the issues.

Steward Gordy Cockrell, who serves on the negotiating committee and safety committee and has worked at ASC since 1992, noted, “Job security is a top concern. Everyone wants to make sure ASC stays in business and profitable.”

He added, “I believe the biggest benefit to Union membership is the fact that they cannot walk up and say goodbye. Management must have a valid reason to get rid of you. Another benefit of union membership is having wages and benefits guaranteed in a contract. I have a feeling that even management thinks it is a good idea to have the Union – to keep things consistent and unbiased.”

Members stand united in their effort to obtain a fair contract and ensure that ASC remains a leader in their industry.