Members Step Up Efforts on Dash 8 Flight Test

More than 100 District 751 members spent much of March preparing for a road trip. This won’t be some spring break getaway to fun and sun, however. Instead, volunteers from flight lines across Puget Sound are getting ready to follow the 747-8 flight test program south to Palmdale, Calif., for what is expected to be eight months of hard work under grueling conditions.

“It’s not unusual in the summer for it to be 117 degrees — they’ve actually melted the rubber on their tennis shoes,” said Kathleen Raske, a Union Steward and a flight test quality assurance mechanic who will be making the trip south. “After 30 days of doing 12-hours each day, things get a little rough.”

A casual glance from Interstate 5 as you drive past Boeing Field would tell you why Boeing is taking the 747-8 south to California for flight testing. One afternoon in March, the company had two new Dash 8 freighters, plus two blue-and-white 787 test planes, parked on the Boeing Field flight line next to a long line of 737s waiting for their regular pre-delivery flights.

“It’s because of capacity issues with the Everett and Seattle flight lines,” said Stan Johnson, the District 751 Grievance Coordinator who doubles as the Business Rep for the union’s workers in Palmdale. “They’re beyond capacity, space-wise.”

Boeing’s original plan was to run the 747-8 flight test program after the 787 was certified, but the well-publicized Dreamliner delays caused a change in plans. Now Boeing is running test flights for its two new aircraft out of Seattle, but some 260 members volunteered to work flight test planes for the 747-8F in the Mojave Desert. Boeing needed the skills and experience of these members, and by volunteering to travel with the planes, members kept the work from being outsourced. Above: The KC-522 flight test team on the Seattle flight line.

751 member Kathleen Raske volunteered for the Flight Test work in California, and to serve as an Union Steward.

Continued on page 4

Union ensures Member’s Return

Thanks to Union efforts, 32-year member David Powell continues to have a secure job at Boeing. The Union provided assistance when he found himself suspended from work in a job-related altercation.

Powell credits the efforts of Business Rep Mark Johnson and Steward Alice Wade with ensuring he not only returned to work but received full back pay and benefits for the three-week suspension.

“Without the Union, I would not be here today,” Powell declared. “I’m grateful to Business Rep Mark Johnson for handling my case so professionally. I want all members to know the Union pays for itself and is well worth the dues. The Union is there to represent you and ensure you are treated fairly.”

Powell added, “We are under heavy attack as workers, which makes the Union even more valuable. I hope others will contact the Union if they find themselves in a similar situation.”

Immediately after Powell was walked out of the shop, Union Steward Alice Wade began investigating the suspension and gathering documentation. She worked closely with Business Rep Mark Johnson. Together, they let Powell know what to expect, the process to follow, and served as his support.

“It is a really scary situation when you are suddenly walked out by a security guard carrying a gun,” recalled Powell. “With support from the Union I knew I would be okay as long as I told the truth.

Union support didn’t stop when his suspension was overturned. Powell returned to work and was shorted a weeks’ pay. ‘It is really a scary situation when you are suddenly walked out by a security guard carrying a gun,’ recalled Powell. ‘With support from the Union I knew I would be okay as long as I told the truth.”

Union Advantage is Evident

Union workers in Washington earn an average of $3.05 an hour more than their non-union counterparts, a new report by the Center for Economic and Policy Research says. In addition, the study found that there’s a 20-percent-point gap between Washington’s union and non-union workers when it comes to having company-paid health insurance benefits, and a 30-point gap in the percentage of workers who have a company-sponsored retirement plan.

Those are among the findings of the center’s new national report titled “The Union Advantage is Evident.”

In Washington, the difference was clear:

• Average pay for union workers statewide was $24.25 an hour, compared to $21.20 an hour for non-union — a difference of 14.4 percent each paycheck, or more than $6,300 over the course of a year.

• 81.7 percent of union workers have company-provided health insurance, compared to 61.3 percent of non-union workers; 78.6 percent of union workers had company-sponsored retirement plans, compared to 48 percent of non-union workers.

Some 21 percent of all Washington workers are union members, according to the Center for Economic and Policy Research report. In Washington, the difference was clear:

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New Options for Boeing Members with V.I.P.

Boeing is close to a decision on increasing 737 production rates in Renton, and added that even though the Company plans to slow down production of 777x in June, it could reverse that decision and pick up the pace in Everett.

A few weeks later, the Company did in fact announce its plans to increase 777 production rates in 2011, while increasing 747-8 rates in 2012.

All in all, that’s a lot of good news.

We’ve argued for 20 years that Boeing’s main driver was outsourcing was misguided and that eventually the company would lose control of how its own airplanes are built.

We were right, of course, and that’s exactly what happened with the 787. Suppliers missed deadlines and worse—sent Boeing work that was assembled wrong and not documented correctly. Our members have had to work countless hours of mandatory overtime to fix all these problems, and the whole thing has cost Boeing billions of dollars—not to mention a lot of credibility.

So, to hear Mr. Albaugh admit we were right, that Boeing outsourcing too much, and that it would never give away another airplane’s wing—that felt good.

I also felt good to hear that Puget Sound is Boeing’s preferred location for any future airplane programs.

I don’t know about you, but it seems that we’ve worked for most of the last 10 years are Boeing’s threats to leave the state of Washington—with most of those threats being squarely aimed at this Union—of putting up in unison to say: ‘This is not good for Boeing, not good for our community, and not good for Boeing’s bottom line. I’m not sure why the Company hoped to accomplish with these constant threats, but they’ve succeeded in alienating a lot of people who would otherwise be Boeing supporters. The fact is threats to retaliate against us for exercising our right to strike are illegal under the National Labor Relations Act, and the Union has filed charges to stop this illegal acts. We are about protecting our rights to bargain for the future. We cannot stand by and allow Boeing’s unlawful threats and retaliation to intimidate us as we pursue the best contracts for our members—the most highly skilled aerospace workers in the world.

When Mr. Albaugh told The Seattle Times that he’s committed to keeping good-paying Boeing jobs in our communities for the next 20 years, that was big too. Only wish he would have made that commitment 12 months earlier.

I also wish that he had stopped talking at that point, because while a lot of what Mr. Albaugh said last month made sense, he also talked some simple nonsense in his now famous, ‘constant wage increases’ for production workers.

Somebody on his staff should have briefed Mr. Albaugh before the interview, but since the record is available, I’ll let the record stand for him: Machinists at Boeing agreed to a wage freeze that lasted from 2004 through 2008. This is because the company was in a crisis situation after the September 11th terror attacks, so we did our part to help.

Yes, in 2008, we won wage increases, but even Boeing’s own negotiators agreed that they were needed because entry-level pay had fallen so far behind that Boeing couldn’t even attract new workers for good jobs with coffee shops and tire stores.

So Mr. Albaugh’s just wrong when he talks about how wages are spiraling upward levels at Boeing—unless he’s talking about executive pay. Because in March, Boeing announced it was giving nearly $8 million to just three people—Albaugh himself, his boss, CEO Jim McNemey, and his predecessor, Scott Carson, who will get $1.5 million for work part-time. Albaugh and McNemey’s bonuses are coming on top of their already industry-leading pay packages, and most analysts will tell you that the reason they got the bonuses was because you—Boeing’s hourly production workers—performed feats of industrial magic and got the 787 and 747 home.

So, instead of making veiled threats at your future job prospects, Mr. Albaugh should be thanking you for making his family and his future more prosperous and secure.

Continued on page 8

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

Tom Wroblewski
President, Directing Business Representative

Jason Redrup
Vice President

Susie Palmer
Secretary-Treasurer

James Coats
Staff Sergeant

Don Morris
Ray Baumgardner
Richard Jackson
Mark B. Johnson
Jon Holden
Brett Coty
D. Joe Crockett
Ron Bradley
Emerson Hamilton
Charles G. Craft
Steve G. Kaseman
Stan Johnson
Union Business Representatives
**Political Action**

**Lobbying Effort to Save Vital South Park Bridge**

Machinists Union leaders are working with the Boeing Co. to lobby local government to save a bridge that is vital to Seattle’s South Park community.

On March 19, District 751 President Tom Wrobleski wrote to members of the Seattle and Tukwila city councils, the King County Council and Port of Seattle Commissioners, urging them to rethink plans to close, then demolish the South Park bridge this summer.

“The Machinists Union believes that local government must simultaneously secure funding for a replacement bridge ... and find a way to operate the old bridge on an interim basis until the new bridge is placed into service,” Wrobleski wrote.

The South Park Bridge connects the South Park neighborhood of Seattle to the area around Boeing Field. It carries about 20,000 vehicles a day over the Duwamish River, and is the main artery feeding into the South Park business district, as well as an important route connecting Boeing’s facilities along Boeing Field with supply centers on the west side of the river.

As such, the bridge “is vital to Boeing’s Seattle transportation corridor and the thousands of family-wage jobs at their Boeing Field facilities,” Wrobleski wrote.

The 75-year-old bridge runs through a crazy-quilt of political jurisdictions — it serves a Seattle neighborhood, is owned and operated by King County and has one end in Tukwila with the other under county jurisdiction. It was damaged in the 2001 Nisqually Earthquake, and plans have been drawn up to replace it. But funds for the project never emerged.

Now, with King County facing a budget shortfall, the plan is to simply close the bridge at the end of the current county budget year, June 30, and then to tear it down beginning in August.

If that were to happen, it would be devastating to the South Park neighborhood, which is home to a multi-cultural business community as well as District 751’s headquarter and its Seattle Union hall.

Without that crucial link, “businesses will close, homes will be foreclosed, and service providers will be handicapped,” Wrobleski said in his letter to the city and county councils. “By the time the new bridge is put into service, the damage to South Park may well be irreparable.”

In addition, traffic that now flows over the South Park Bridge would have to be rerouted, adding to the congestion on the First Avenue South Bridge, and on the already-clogged streets in the Georgetown neighborhood, he wrote. That will make it even harder to get people and goods in and out of the Port of Seattle.

Community activists are lobbying elected officials to come up with a better solution, and now the Union is joining with them. Machinists are also working closely with other local groups to find funding for a new bridge and to keep the old one operating until it can be replaced.

With business, labor and the community all working together, he said, all that’s needed is government cooperation to “work together to try to save South Park from the devastating loss of its life line and its bridge.”

**Twists Continue in Tanker Saga**

Tanker watchers experienced their own kind of March Madness last month, as the nine-year-long effort to buy the Air Force refueling tanker contract. The Seattle Times

One thing remains constant: The Machinists Union’s position on the contract.

Machinists Union leaders are work- ing with the Boeing Co. to lobby local government to save the tankers that Boeing plans to buy and operate — with support of its aims to force the Air Force to buy a replacement for the old one operating until it can be replaced.

If that were to happen, it would be devastating to the South Park neighborhood, which is home to a multi-cultural business community as well as District 751’s headquarter and its Seattle Union hall.

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**Olympia Session Goes Extra Innings**

The 2010 Legislative Session has been like a baseball game that goes into extra innings. As this article went to print, the Special Session continues. It keeps going and going and going ... Like last year, there have been too many budget cuts. Unlike last year, labor has not experi- enced any major defeats and has even had some small victories. We have successfully held off business attacks on the Workers’ Compensation and Employment Security systems. Workforce training and apprenticeships have maintained funding. The legislators are filling the budget gap before it can leave Olympia. Last year it cut over $6 billion in a so-called all cuts budget. This year they have already made substantial cuts but have decided they cannot move forward with another “all cuts” budget. So it must add revenue — raise taxes. The current impasse in this session is over the differences between House’s and the Senate’s revenue package. The House wants to close tax loopholes for various business sectors, and the Senate wants to raise the general sales tax. Only time will tell how they will resolve the differences, but one thing is certain — it won’t be painless.

751 members get instructions to serve as marshals at a worker rally in Olympia.

**District President Tom Wrobleski (l) talks with Rep. Hans Dunshee about jobs.**
Mary Jane Naehter: Still Working Hard at 90

Mary Jane Naehter hired into Boeing three days before her 42nd birthday in 1962. In February 2010, co-workers and managers in the Spares Distribution Center joined her in celebrating her 90th birthday.

She says she thoroughly enjoys her job as a Shipping/Distribution Facilitator and plans to continue working as long as she is able. Over the years, she experienced many memorable moments, but her 45th anniversary with Boeing, which included her son visiting from San Diego, was the top highlight.

Ironically, she never planned for a career at Boeing. Mary Jane’s husband passed away in 1961 when her son was a senior in high school. She was working part time at a school lunch program, but it didn’t come close to paying the bills. Someone suggested she apply at Boeing and the rest is history.

She is proud to have beaten her family genetic history by only recently celebrating her 90th birthday, but still working and being productive at Boeing. Her immediate family all passed away at a young age – her mom at 52, her dad at 59 and her sister at 49.

Amazingly, throughout her Boeing career she has never been late. She came close in the late 1960’s, but took a position in Everett to stay on the payroll.

By federal law, she had to begin drawing her pension 20 years ago when she turned 70. She looks at the current pension benefit of $81 per year of service longingly since her pension is fixed at the benefit level in place in February 1992 – $30 per year of service.

Mary Jane still has an incredible work ethic and continues to give 100 percent every day at work. When she broke her leg last winter, she was determined to return to work as soon as possible. Her doctor wanted her to stay off work until the end of January. However, since she was traveling to see her son in San Diego over the Christmas holidays, she didn’t feel it was right to collect workers’ compensation for that time period. She returned part of the workers’ comp payment.

She headed back to work after the holidays wearing a knee brace to continue the healing process. Realizing it would take much longer in the morning to get to work if she had to take her knee brace on and off to drive, she hired the granddaughter of a neighbor to drive her to work. She set her up for the afternoon. That ensured she would not be late.

Her conscientious attitude, determination and drive are what co-workers admire most about her.

Union Advantage Evident in Pay and Benefits

Continued from page 1 report. That’s the fifth-highest percentage nationwide. (New York was highest at 26 percent)

But – likely as a result of the union influence – Washington workers have better pay and benefits than the national average, whether they belong to unions or not. On a national basis, the Center found that:

• Average pay for all American union workers is $23.64 an hour, while non-union workers earn an average $19.77 an hour.
• 80.1 percent of union workers nationwide have company-sponsored retirement plans, compared to only 45 percent of non-union workers.
• 80.5 percent of non-union workers do; 76 percent of union workers
• National union workers enjoy health insurance, compared to 55.7 percent of non-union workers;
• 90.7 percent of the state’s union workers have employer-sponsored retirement plans, compared to 45.1 percent of non-union workers.
• 70.7 percent of the state’s union workers have employer-sponsored retirement plans, compared to 45.1 percent of non-union workers.

For the Union, finding those volunteers was a priority. Without them, “the company may well have been in a position to contract out the labor,” Johnson said. “This way, our members are doing the work.”

The Union also worked with Boeing to enhance the compensation package for the workers while they’re away from home. The Union will appoint Stewards to provide day-to-day support for the workers while they’re away from home, and Johnson said plans regular visits to ensure they’re being treated fairly under the contract and that any concerns are addressed.

“They’re our members, and they’ll get the same treatment and respect they get here at home,” said Johnson. “They have all the contract rights they have here in Puget Sound. They’ll have all the rights to come back here to their jobs when the remote flight testing is done. Their contract protects them.”

“I personally applaud them for stepping up and volunteering to do this work,” he added. “It’s not a vacation paradise in July and August out there in the middle of the Mojave Desert.

The volunteers have got a lot of work ahead of them. Each morning that a Dash 8 flies, District 751 flight test mechanics take the plane through a pre-flight check list that Raske said is close-up 2 in. After the plane flies, they inspect the planes and make any needed repairs.

“We do a lot of science projects for the engineers,” Raske said. “If they get squawks during a flight, we test things. We’ll change the configuration, they’ll take it up and fly it.”

The hours are long and the days off are few, and the working conditions in Palmdale will be “dry, windy, hot,” Raske said.

But Raske said she enjoys working flight test, and given the option between following the Dash 8 to the desert or staying here at home, she’d rather stay here. “They’re our members, and they’ll get the same treatment and respect they get here at home,” she said.

And for fellow Q/A mechanic Manny Dhakal, it’s a dream come true.

“This is awesome for me,” he said. Growing up in Nepal, he said he “always dreamed to work on a big bird, like the Four-Seven or Triple Seven.”

“Here I am,” Dhakal concluded, “and I’m enjoying the ride.”

Union Ensures Return

Continued from page 1 pay. Again, he turned to his Union and called Business Rep Johnson who ensured the correct pay was on his next check.

Thanks to this support, David Powell will celebrate his 12th anniversary with Boeing in July and continue to have a bright future at the Auburn plant.

Members need to be aware of their rights. An employee has the right to have a Union representative present at any investigatory interview conducted by an employer where the employee believes the interview might result in disciplinary action. If you find yourself in this situation, be sure to know your rights and request a Union Steward be present at the meeting!

Mary Jane Naehter celebrated her 90th birthday with co-workers at the Spares Distribution Center.

Manny Dhakal is excited to work flight test on the 747-8F. Growing up a fan of working on jet planes like the 747 or 777.
Sunrise Dental Employees Smile Brighter with First IAM Contract

Hourly workers at four Sunrise Dental offices in western Washington are smiling a little wider these days, after ratifying a new IAM contract with their employer in March.

The contract covers dental assistants and receptionists at Sunrise’s offices in Bellingham, Poulsbo, Puyallup and Snohomish.

Thanks to their Union contract, the new IAM members have fully paid health care — provided by the Machinists Health and Welfare Trust and paid for by their employer. They also have a 401(k) plan with employer match that they didn’t have here before, and a consistent plan granting vacations, holidays and leave from work.

“This contract also provides employees with pay raises averaging 3 percent, which gives them a top-of-the-industry pay scale,” said District 751 Organizer Jesse Cote, who helped negotiate the deal. “The Sunrise Dental contract is one of those unfortunately rare occasions when the employer actually sought out Union representation for its workers,” he said.

In this case, one of the partners in Sunrise Dental is the son of a long-time Boeing employee, who felt strongly that his workers needed to be represented by a union — and by the Machinists in particular.

As a direct result, the two sides were able to work together on a contract that benefits the workers, while also providing tools Sunrise Dental needs to recruit and retain top-quality people. This is the beginning of a positive long-term relationship and this corporation is speaking out to other businesses spreading the good word about the IAM. Through this cooperation we will be working hard to increase the number of new patients for Sunrise Dental.

“We often say it pays to be Union, and that’s always true for the workers,” said Cote. But for Sunrise Dental, it’s true for the employer as well,” he continued, “especially smaller employers, who can have a hard time competing for workers because they can’t always offer the benefits that big companies can. For them, working together with a Union can be to their competitive advantage. Your Sunrise Dentists at Sunrise Dental credit for recognizing that.”

DBB/President Tom Wroblewski said, “This is a classic example of the ability to leverage the IAM membership’s purchasing power into an organizational success. We hope to see the other locations come on board as soon as possible. This is a tribute to employees and unions working together for the best possible outcome.”

Sunrise Dental is a growing network of 26 dentists’ offices in western Washington, eastern Washington and the Portland-Vancouver area. Employees at many locations are covered by collective bargaining agreements. The list of sites includes Bellevue, Bothell, Everett, Federal Way, Issaquah, Kent, Lynnwood, Marysville, Monroe, Olympia, Renton, SeaTac, Shoreline and Tacoma, plus the four IAM-represented offices. In eastern Washington, Sunrise has offices in Spokane, Sunnyside and Wenatchee. For more information on or to find locations visit www.sunrisedental.com.

Sunrise Dental employees in the Poulsbo office are excited to be covered by an IAM contract.

‘We’ll Be Back’ Machinists Tell URS

Machinists Union organizers called off a scheduled March vote on a proposal to form a Union for employees at a service contractor at Joint Base Lewis-McChord.

However, huge momentum among the employees wanting representation by the Machinists Union continues to grow. “We will again visit this effort because we have been asked to by URS employees,” said Organizer Jesse Cote.

“We’ll definitely be back,” Cote told Union supporters at URS Corp., “but we must have a large majority supporting the effort going into a new election. Remember, management doesn’t get a vote — they can only spin the rumor mill on the shop floor trying to insert the fear factor.”

District President Tom Wroblewski said, “I would like to take this opportunity to thank our many members who volunteer time and time again to go out and help educate workers on how the Machinists Union can benefit other workers in the Service Contract arena. This is an extremely long and hard fought process that these workers must go through to gain Union representation. We can invest time and resources towards helping these folks, but ultimately it is up to them to research the Union advantage and make an educated decision.”

The workers maintain U.S. Army helicopters at the base for URS, which was formerly known as Lear Siegler Inc. During the 3 votes working with employees there who’ve wanted to form a Union since 2009. The employees cite lower pay than workers who do comparable jobs around Joint Base Lewis-McChord. They also take issue with inconsistent methods regarding hours of work.

“Increasing numbers of URS workers came out in support of joining the IAM in the days leading up to the scheduled March 12 vote, but there wasn’t a clear-cut margin to ensure victory,” Cote acknowledged.

Rather than risk defeat in the election — and have to wait 12 months under the federal labor rules before trying another organizing campaign — Machinists Union leaders cancelled the election. That way, the employees and the Union can start a new campaign in six months.

“We already have a strong track record of negotiating market wages and benefits for civilian employees on the bases of McChord, Lewis, Bangor, Keyport, NAS Whidbey and Fairchild Air Force Base, working under the Service Contract Act,” Cote said. “These contracts recognize the skills and abilities these workers hold, which is often recognized by market wages, but not by the wage determination. Given the chance, we’re confident we could do the same for the workers at URS.”

Dave and Roberta Cornelson ensured Union Home Services has an IAM Contract. This real estate organization provide benefits to Union members and their families.

IAM Contract for Union Home Services

It isn’t often that the owners of a company seek Union representation on behalf of employees they haven’t yet hired, but that’s what Dave and Roberta Cornelson of Union Home Services have done.

Their Bellevue-based company recently concluded negotiations with District 751 so that as it grows and adds employees to the future, they’ll have all the advantages of a Union contract.

Both Cornelsons are long-time trade unionists and their company provides real estate services to Union members. That made getting Union representation for their future workforce imperative, Dave Cornelson said.

“We wanted the company to be Union,” he said. “What’s the point of providing a Union benefit if the people who will work for us won’t have that same benefit?”

Right now, there are no employees, but the Cornelsons say that as the company grows, they anticipate having up to 10 people working for them.

Dave Cornelson is a long-time member of the Amalgamated Transit Union; Roberta Cornelson is a long-time member of the International Brotherhood of Electrical Workers and a former employee of the Washington State Labor Council.

The idea for their business came four years ago, after Roberta had switched careers and gone into real estate. Part of her job entailed relocations for corporate executives, who “continued to get benefits that Union members don’t,” Dave Cornelson said. That led them to set up the company, which now provides relocation services to union members on the same terms.

What that means is that when a Union Home Services client moves to a new area and has to buy a home, the company will help them find a real estate agent; someone connected to Prudential Real Estate’s national network of agents.

In return for getting connected to a new homebuyer, the agent agrees to rebate 35 percent of his commission on the deal. (Agents typically get 3 percent of the sale price.) This is the same rebate that agents grant when they get referrals for corporate relocations.

Union Home Services keeps 15 percent of the commission as its fee, and passes on 20 percent to its client. The savings is not insignificant. The Washington Center for Real Estate Research reports that the typical Washington state home sold for $244,000 at the end of 2009. In that case, the rebate would be $1,464. The typical King County home was selling for $375,000, which would make the rebate $2,250.

The company also provides a range of other real estate-related services, including moving services, refinance and help with discounted title and escrow fees. To learn more call 1-877-779-0197 or visit www.unionhomeservices.com.

“We’re trying to use at a relocation program for everything you might need,” Dave Cornelson said. “What can we put together in a program that actually helps?”

The Cornelson’s business plan and the fact they sought out a Union contract for their employees shows their commitment to labor solidarity, said Jon Holden, the District 751 Business Rep who negotiated the Union Home Services contract and will represent the company’s future employees.

“It’s not often you get to negotiate with employ- ers like that,” Holden said. “We’re off to a good start.”
COMMUNITY SERVICE

751 Volunteer Efforts Help Build a Better Community

Throughout our 75-year history, District 751 has been committed to improving the quality of life for our members and our communities. Nearly every weekend members through the Machinists Volunteer Program are out making a difference on various community service projects and events.

Thanks to all who have volunteered recently - building wheelchair ramps, helping with a yard clean-up, working adopt-a-road projects, and preparing and serving meals at area missions. People helping people achieve a better life at home, at work and in the community is what the Union is all about.

If you would like to help with upcoming projects, check the calendar on our website at www.iam751.org for more information or email kaym@iam751.org for a schedule of events.

Helping Hand to Fellow Member

Volunteers from the Machinists Union got a head start on spring cleaning recently when they tackled a yard clean-up project for a member in West Seattle struggling with a health issue.

A half-dozen volunteers from the Union’s MVP group spent Saturday, March 13, pulling weeds, mowing and edging the lawn, and building a 50-foot fence for the family of Todd Small.

The MVP group (the initials stand for Machinists Volunteer Program) does community service projects on behalf of District 751 and enjoyed the chance to help a fellow member.

Small is a member of the Union who suffers from multiple sclerosis. The disease hasn’t prevented him from working, but it does make it hard to do yard work, he said.

Given that, the volunteers’ efforts were very much appreciated, Small said.

“The place looks awesome,” he said. And with the fence, “my wife’s little dog won’t get out and run off like it used to.”

“I’m so grateful for the help, and I am also inspired,” Small said.

“I may not be able to help others with the physical stuff like I used to, but I’m thinking of other ways and I have some ideas.”

The Union’s volunteers got help from Joe Lind at Bagem & Associates, a Seattle construction and landscaping firm. Lind donated the use of one of the company’s dump trucks to haul the debris to a landfill and paid the tipping fee.

“That saved us from taking a couple pickup truck loads,” said Robley Evans, who chairs the Union’s MVP effort.

“It was a pretty big deal.”

751 volunteers after completing a recent wheel project.

751 members volunteering at the Everett Gospel Mission.

Chris Louie helps in the kitchen at the Everett mission.

751 members work the kitchen at the Everett Gospel Mission.

photo above and left: 751 members prepare and serve meals at the Everett Gospel Mission on several weekends each month.

After preparing and serving meals at the Tacoma Rescue Mission, L to R: Dennis Lewark, John Lopez, George Braun, Rob Curran and Clark Fromong pose for a photo.

751 volunteers and family members who recently helped prepare and serve meals at the Tacoma Rescue Mission.

751-member Todd Small appreciated the help from MVP members: Vennie Murphy, Clark Fromong, Rob Curran, John Lopez, Robley Evans, and George Braun.

Tsunami Efforts Recognized

District 751 was recognized by World Vision with a special award for our role in the “Luau for Samoa” fundraiser in December.

District Secretary-Treasurer Susan Palmer attended the ceremony and accepted the plaque on behalf of all who joined together the December event that raised more than $20,000.

The award read, “The people of American Samoa extend their gratitude for your generosity in the wake of the September 2009 tsunami disaster. Because of you, World Vision meet the needs of many more affected children and families in American Samoa.”

Thanks to all who played a role in the fundraiser:

Food Drive to Benefit Labor Agency

District 751 is conducting a food drive during the month of April to benefit the Puget Sound Labor Agency’s Food Bank. The Feinstein Foundation will donate $1 for every pound of non-perishable food donated during April. Donations can be dropped at any of the Union’s halls or brought to your Local Lodge meetings.
District 751 History: Spotlights: Katie Burks

by Rosanne Tomyn

Also in celebration of this important anniversary, we would like to introduce a new portion of the paper that will highlight a different retiree every month. Though we all know the dates when significant events in our collective history took place, there is no better way to understand the lives of the amazing people who took to the factories in WWII, is a fascinating one. And her history paints a picture of life as a working African-American woman during the war and postwar years.

Q. What year did you start working for Boeing and what was your job?
Katie: 1943. I was a mechanic.
Q. When did you retire?
Q. Who were your coworkers during the call to come work in Seattle?
K: Yes. We had a lot of good times together. We always had a chaperone to go with us.
Q. Did Boeing help you find a place to move after you were done in the dorms?
K: Yes. They would give you addresses and you’d go to these addresses and pick the one you wanted.
Q. How was security at Boeing different back then?
K: It was kind of fantastic because of the type of clothing you had to wear and the type of badges you had to get in the plant with. And you weren’t allowed out of your territory. If you wore a green badge, you stayed within that territory. If you were yellow or whatever badge you had you stayed in that territory. It was very protected.

Q. From up in the air, with the things on top of the building. [the Renton plant] looked just like a city with gardens and stuff like that. If they were gonna drop bombs, they wouldn’t think they were droppin’ on Boeing; they would think it was a little garden city.
Q. What do you remember most about your coworkers during the war years?
K: We had to have stamps for sugar, stamps for butter and stamps for shoes. There was one lady from Germany. Her fiancé was killed and she came over here. She always give me her stamps because she said she didn’t need them. We weren’t cooking then but she would give them to me. I just loved to talk to her about Germany.

And there was one guy, he would buy candy, they called him Black Market Benny because Benny would buy the candy and come in and sell it to everybody. They were all nice.

Q. What was the hardest part about working at Boeing during those years?
K: The supervisors were kind of nasty. One of them was prejudiced. I know he was. But if you did your work, you had no problem with any of them. They might ignore ya but you had no problem with them.
Q. What was your work-week like?
K: I worked a lot of overtime during the war and after the war.
Q. What planes did you work on?
K: The B-17 and the B-29. Those were the two we were doing during the war. But the others came after.
Q. How long did you work for Boeing?
K: Forty-three years because I had a little span when I had my kids. When the war was over, they let everybody go. After I started back again in 1950, you had to go and rehire again.

Q. What do you think about Boeing’s decision to leave Renton?
K: It’s kind of hard to think about that. The only paying a dollar and a half. And then someone said if we can’t belong to the company, we wouldn’t gonna pay any Union dues. So they stopped paying Union dues; we weren’t paying any Union dues.
Q. When did you become a Machinists member?
K: They asked us to join the Union and I did.
Q. What do you remember most about becoming a Union member when you did? Did anything change?
K: I felt that I had security if anything would happen – that I had to have one. Because there was a lady in the restroom and she was crying. I said “why don’t you go to the Union?” She said “we don’t have one” and I said “gee, I’m sure glad we got one.”

Q. Do you remember the strike of 1949?
K: Even though I wasn’t a Union member, they still struck. You had to. One time they sent out with a sign, I got a cold. The worst cold I ever had. So I said it’s too cold out there. Then I went to Plant 2. So I worked at the Union Hall. I stayed inside and answered the phone and checked in the people that came in that were going to go out.
Q. Was your family still living in Birmingham during the Civil Rights Movement?
K: They were there when they wouldn’t let the little girl in school. My cousin was teaching at the high school where we went and she said she was glad that it happened that way or else the whole world would not have known what was really going on. It was completely different here.
Q. Did you meet your husband while you were working at Boeing?
K: No, we were in high school together. He went to the Army and I came home. We didn’t marry until after he got out of the Army. We kept writing. His home was in Birmingham, too. I was 22 when we got married. He worked at Bethlehem.
Q. What should the workers of today remember about the generation of workers that really won the war?
K: They were conscientious about what they were doing. And that they were excited.
Q. A couple of years ago, the Boeing Company and the Machinists Union celebrated the history of Boeing’s African American “Rosie Riveter” by dedicating the Rosie Cafe in Renton. Did you go to that event?
K: Yes, it was nice. I have pictures all around. We went to the Union Hall, had dinner in Boeing and had a nice lunch there. We all had chocolate bars to take around with us.
Q. They also back-dated union seniority dates for all the amazing African American women who played such an important part in the war and postwar years. How did that make you feel about your legacy with the Union?
K: Yes. They didn’t give you the seniority for when you were off but they added those times that you were working at Boeing through the war.
Q. Do your grandchildren know what an important part you played in the war?
K: Oh that hurts. When they moved the office to Cooper Ave in 1955 – IAM 751 leaders Tom Bevan and Dick Powell played such an important role in the history. We’re not able to, they just live for today.
Q. What do you think about Boeing’s decision to build the second line in South Carolina?
K: Oh that hurts. When they moved the office to

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 share your story, potentially on camera, please contact us. Interviews will be highlighted in the Aero Mechanic, as well as online. It is important to preserve this history from the folks who lived it. Some of the interviews will be used as part of the 75th anniversary celebration. We look forward to hearing your story.

• Call at (206) 764-0340 or 1-800-763-1301, ext. 3340, OR
• Send an email with contact information to: rosa.net@iam751.org OR
• Mail the form below to: Aero Mechanic, 9125 15th Pl S, Seattle, WA 98108

Name:

Clock # or REMSID:

Year Retired:

Address:

City, State, Zip:

Phone Number:

April 2010

751 Aero Mechanic Page 7
That's a message I'll carry to him on your behalf.

We all know about March Madness in college basketball, and we certainly saw it in the tanker arena as well. First Northrop Grumman and EADS were bidding together, and then they weren't. Then EADS was not going to enter a solo bid, but then it was -- if it could talk the Pentagon into changing the rules of the game. Then the Russians were supposed to be bidding -- only that was a hoax, it now seems.

In the midst of all that, I can say only this: It doesn't matter if the Wright Brothers themselves were to enter a bid -- the American taxpayer and our nation's economy. No matter who else is bidding -- and no matter how much extra time they're given to make their bid -- that won't change the fact that the airplanes we build are the right ones for the mission, and that we are ready today to start the work.

I say we should just get on with it. Let's start building them already, and not make our men and women in uniform wait any longer.

In celebration of District 751's 75th Anniversary, we would like to invite children, grandchildren, nieces, nephews, and any other children in members' families to participate in some exciting contests.

Check out the details below!

### Writing Contest (Grades 6-12)

1) Answer one of the following questions, based on your current grade, in a maximum of two pages, double-spaced. Include your name, current grade, school name, family member's BEMS or CLOCK (last 4 of SSN), family member’s place of work, and contact number on a cover page.

6-8 Grade: What does union membership mean to your family?

9-10 Grade: Why is solidarity important?

11-12 Grade: How will union membership benefit your generation as you prepare to enter the workforce?

2) Mail your entry in to: IAM&AW District 751, Attn: Writing Contest, 9125 – 15th Pl. S., Seattle, WA 98108

3) ALL entries must be post-marked by July 10, 2010. Entries will be reviewed and awards will be granted to the top two essay writers in each grade group.

### Coloring Contest (Grades PreK-5)

1) Color the picture that corresponds with your current grade. Below, the first entry, is for Pre-K through Kindergarten students. Further entries will run as follows:

- 1-3 Grade: May issue of the AeroMechanic
- 4-5 Grade: June issue of the AeroMechanic

2) Mail your entry in to: IAM&AW District 751, Attn: Coloring Contest, 9125-15th Pl. S., Seattle, WA 98108

3) ALL entries must be post-marked by July 10, 2010. Entries will be displayed at August Local Lodge BBQs for members to vote on. Two winners will be chosen from each grade group.

### Coloring Contest Entry #1: Pre-K to Kindergarten

Meet Jerry Jet Plane, the newest little Machinists Union jetliner to fly!

**Flying is his favorite thing to do and if you watch you'll see it too because he smiles all day as he soars through the sky!**

**Machinists came from all around to help Jerry fly off the ground, because they knew he'd be happiest the day he could fly!**

Name: ___________________  Age: ___________________

Member Relative's BEMS or CLOCK (last 4): ________________

Relative's Workplace: ________________ Phone: ________________

School: ___________________  Grade (circle one): Pre-K Kindergarten

President's Column - Good News, but Some Nonsense from Boeing Execs

Continued from page 2

That’s a message I’ll carry to him on your behalf.

We all know about March Madness in college basketball, and we certainly saw it in the tanker arena as well.

First Northrop Grumman and EADS were bidding together, and then they weren’t. Then EADS was not going to enter a solo bid, but then it was -- if it could talk the Pentagon into changing the rules of the game. Then the Russians were supposed to be bidding -- only that was a hoax, it now seems.

In the midst of all that, I can say only this: It doesn't matter if the Wright Brothers themselves were to enter a bid partnered with Charles Lindberg, the Boeing KC-767 tanker built by our District 751 members here in Puget Sound is simply the best option for the U.S. Air Force, the American taxpayer and our nation's economy. No matter who else is bidding -- and no matter how much extra time they're given to make their bid -- that won’t change the fact that the airplanes we build are the right ones for the mission, and that we are ready today to start the work.

I say we should just get on with it. Let’s start building them already, and not make our men and women in uniform wait any longer.
March Retired Club Minutes

by Ruth Render, Retired Club Secretary

The meeting was called to order on March 8 by Vice President T.J. Seibert.

President’s Report: Vice President T.J. Seibert explained he is trying to get an update on President Al Wydick’s condition. He asked that anyone who has spoken with Al let him know – he continues to be in our prayers.

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

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

Communications Report: Recording Secretary Ruth Render reported that The Puget Sound Alliance for Retired Americans is hosting a tribute to Will Parry on his 90th birthday. It will take place on April 24 from 5 to 8 p.m. Tickets are $50 each. A motion was made to purchase two tickets and send two Club members. M/NP

Background on the Business

Celebrating March anniversaries and birthdays: Front L to R: Roseville and Esther McKee (65 years); Al and Toni Morzenti (61 years); Vera Doss, T.J. Seibert, Back L to R: Don Grecula, Darrell Wallis, John Guevara.

Social Security Fund Analysis: Need to Look at the Long Term

Social Security took in only $3 billion more in taxes last year than it paid out in benefits — a $60 billion decline from 2008, according to federal data. The recession is blamed in part, as it added to the hundreds of thousands of workers retiring or claiming disability. USA Today, using Congressional Budget Office numbers, reports that the impact of the recession is likely to reduce Social Security revenues again this year and next. This slide in revenues occurred sooner than Social Security actuaries had expected for several reasons: Payroll tax revenue was at a growing 5.8 percent average annual clip along with wages flattened out in 2009 because of rising unemployment and decreasing pay raises; the number of retired workers who began benefiting increased by 20 percent; those taking disability jumped by 10 percent; and monthly Social Security benefits were raised 5.8 percent due to a spike in energy prices the year before.

Edward F. Coyle, Executive Director of the Alliance for Retired Americans, said, “The overall surplus of the Social Security Trust Fund is still $2.5 trillion; this is not a cataclysm. We must look at the financial picture of Social Security as actuaries do, over the long-term, which would be over a 75-year timeline. We cannot allow privatizers to use temporary recessions — even deep ones — to ruin the system that has worked for millions of seniors over several decades.”

Monthly Retiree Meetings

• 751 Retired 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 Retiree Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.

• Alliance of 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). We share information about developments affecting seniors. For more info, contact Leroy Miller at 206-788-0601.

RETIREED CLUB OFFICERS

President
Al Wydick
253-735-5004

Vice President
T.J. Seibert
206-324-4055

Secretary
Ruth Rendel
206-324-4055

Treasurer
Rosanne Tomyn
206-764-0340 or rosanne@iam751.org

Trustees:
• Lorraine Bums
206-242-5878
• John Guevara
206-762-3848
• Mike Keller
206-723-4973

Union Office: (1-800-763-1301) or 206-763-1300
New Resume Assistance Service

By Jeff Snyder, Career Advisor

Anyone who has had a job opportunity surface with a short timeframe for submitting an application recognizes the importance of having a resume ready to go. It’s frustrating to know you either missed a deadline, or threw something together that falls short of putting your skills and experience in the best possible light.

I&AM/Boeing Joint Programs Career Advisors in Puget Sound help I&AM members with resumes on a regular basis. We recognize that creating a resume is a time-intensive process, and advisors will often make a referral to a specific group of external resume vendors who provide this service. Be aware a vendor can meet with an individual, the employee must first apply for an Education Assistance voucher through Joint Programs. This is done online through the Joint Programs website which can be found at: http://iambboeing.boeing.com. I&AM staff are available to help a client better reflect their unique skills. As with any new service, members have many questions about how they help hourly employees with resumes:

Q: Is assisting with resumes a new service you are providing to employees in Puget Sound?
A: Assisting with resumes is the Wichita Joint Program Instructors who have been doing this for more than 15 years. During that time, we have had experience assisting active and laid-off Wichita clients, both person and “at a distance” via e-mail and telephone. We are proficient in working with a variety of resume formats including professional, scannable, functional, and hybrid. We are glad to expand this service to Joint Programs’ clients from the Northwest.

Q: What is the difference between how you work with the employee and the approach used by a resume vendor outside of Boeing?
A: The Wichita instructors have extensive experience working with hourly employees as part of the Joint Programs’ team. As such, we have knowledge of the hourly jobs here at Boeing and have access to Boeing systems including work history, training records, Career Guides, and internal job postings. This allows us to help a client better reflect their unique skills.

Q: How important is it for employees to have a specific job target in mind?
A: When possible, it is helpful to target your resume to a specific job opening or job type, whether internal to Boeing or external. A targeted resume focuses on your unique skills and attributes. To fully describe the work you do and how you meet the requirements of a job. This extends to internal postings at Boeing. Your resume should reflect what sets you apart from the rest, including your unique skills and talents, we will use your input as we go through the resume writing process.

Q: Is there any cost for this service?
A: There is no cost for this service. It does not require an Education Assistance voucher. How important is it to have a high quality resume for job applications? As companies like Boeing have turned to using on-line application methods, it has become easier to apply to many jobs. This means that job applicants can submit for multiple positions within minutes. While this is convenient, it has led to a significant increase in the number of applicants for positions. Reviewers often look at a large volume of resumes and by necessity must decide which questions would be best for a resume. A resume is a potential match with the requirements of a job. This reality reinforces the need to have an effective resume to demonstrate a good fit between the applicant’s experience and the job requirements.

One of the most frequent frustrations voiced by hourly employees concerning their applications through the Boeing Enterprise Staffing System (BESS) is that they rarely get notification they are under consideration. Part of this is due to the sheer volume of applications that are submitted in response to requisitions. Creating a high quality resume is not a guarantee of an interview, but it is an absolute necessity for getting to the next step in the application process. Written the last word in this profession that is needed before meeting with a resume vendor.

Recently, a new type of resume assistance was launched utilizing Joint Programs Instructors based in Wichita. Changes in technology and new communication tools available to Boeing employees made consideration of this support to employees in Puget Sound possible. There is no charge for this service and it does not require an Education Assistance voucher. How important is it to have a high quality resume for job applications? As companies like Boeing have turned to using on-line application methods, it has become easier to apply to many jobs. This means that job applicants can submit for multiple positions within minutes. While this is convenient, it has led to a significant increase in the number of applicants for positions. Reviewers often look at a large volume of resumes and by necessity must decide which questions would be best for a resume. A resume is a potential match with the requirements of a job. This reality reinforces the need to have an effective resume to demonstrate a good fit between the applicant’s experience and the job requirements.

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Machinists Keep Penske Vehicles on the Road

At Penske Truck Rental and Leasing in Spokane, 10 Machinists Union members proudly ensure all the vehicles used for rental and leasing are in top working condition, as well as provide preventive and comprehensive maintenance to commercial fleets for other companies. This full-service facility focuses on customer service—working from 7 a.m. to 11 p.m. Monday through Friday and from 9 a.m. to 5 p.m. on Saturday to accommodate weekend customers.

Members at Penske must be able to work on a wide variety of trucks, buses, over-road tractor trailers, refrigeration trucks, liftgates, heavy equipment and every kind of gas and diesel vehicle imaginable. These talented mechanics continually update their skills and are required to take a minimum of 40 hours of training each year. Penske is the only national lease company that has certification from the National Institute for Automotive Service Excellence (ASE).

Preventive maintenance is the foundation of Penske’s customer base. Our members perform over 100 check points to ensure all major systems are functioning properly including brakes, tires, electrical, drivetrain and chassis. With state-of-the-art diagnostic tools, our members conduct component analysis to improve vehicle performance and dependability, as well as finding ways to extend the lifecycle of the fleet.

Penske markets the skills of its members to attract entire commercial fleets—offering preventive maintenance contracts, comprehensive maintenance contracts, and the performance of all federal and state inspections.

Mechanics at Penske are also authorized by select manufacturers to perform repairs in-house. This translates into less down time—making a maintenance contract with Penske more attractive.

Business continues to be strong at the Spokane facility despite a downturn in the economy—proof of the fine work of our members. Less than two years ago, Penske moved into the current building, which is double the size of the previous one and includes a drive-in wash bay.

“The economy has not really affected us. We have been able to maintain our workload,” stated Union Steward Pete Hedemark.

“Some customers are putting fewer miles on equipment and more time between service, but we have found new business to fill in the gaps.”

“It is a good company to work for, which is why we have very little turnover. People basically only leave when they retire,” he added.

This good working relationship is evident in the fact Pete has not filed a grievance in his six years as Union Steward. Members hope to build on this successful working relationship as the Union enters negotiations for a new contract this September.

If you’re moving or need a commercial truck rental in Spokane, give your business to our members by visiting Penske Truck Rental and Leasing at 6223 E. Mulion Ave or call 1-509-515-3611.

Machinists Union members working at Triumph Composite Systems in Spokane are skilled workers who play a vital role in every Boeing aircraft.

Our members in Spokane build and assemble floor panels, ducts, flight deck interiors and a large variety of components for all Boeing aircraft (including the 787), as well as aftermarket floor panels for Airbus planes.

Members at Triumph Composite Systems are already thinking about their upcoming contract negotiations—since the current contract expires at midnight on June 3.

Members at the Spokane plant selected Jerry Womble to be their shop floor representative at the bargaining table—a role that Business Rep Steve Warren filled three years ago. In the 2010 negotiations, Warren will again represent the members at the bargaining table, along with District President Tom Wrobleski and other skilled aerospace negotiators from the IAM.

Members are currently filling out the second round of surveys. The surveys provide an avenue for input from all members and will help prioritize the issues for the upcoming bargaining sessions.