Machinists are world’s finest workers

Boeing flightline mechanics win international contest

A team of flight line mechanics who work at the Boeing Co. has proven again that District 751 Machinists are the best in the world at what they do. The team won OEM/MRO category at the AMT Society’s Sixth Annual Maintenance Skills Competition, which was held March 13–15 in Las Vegas.

In addition, one of the team members – John Donohue, who works on 777s in Everett – got the top score on the Charles E. Taylor written exam, which earned the Boeing team an additional award.

The victory “sends a message to all AMTs, not only at Boeing, but at airlines, airline customers and any passengers on Boeing airplanes,” said team captain Joe Fanella, who works at Boeing’s Everett Delivery Center. Along with Donohue and Fanella, the team was made up of Greg Steele and Michael Diamond from Renton field and Todd Warnstadt from Boeing.

Facing layoff? Learn your rights under our union contract. See Page 8

Union preps for layoffs

District 751 representatives are preparing to help the roughly 800 Machinists Union members who are expected to receive layoff warnings from the Boeing Co. this month.

“Layoffs are never easy,” said District 751 President Tom Wroblewski. “However we’ve negotiated good benefits for our members who get laid off and want to make this transition as easy as possible.”

The layoffs are coming as Boeing winds down change incorporation and 747-8 production and 787 programs.

The company had 48,000 employees and 48,000 members in 2013, but will reduce to 37,000 employees and 48,000 members by 2015.

Unlike previous Boeing layoffs, these job cuts are not the result of a major downturn in business. In fact, Boeing plans to ramp up production on the 737 and 787 programs in the near future, as it attempts to whittle down a record seven-year backlog of orders.

New Members Unite: ‘Knowledge is Power’

District 751 Machinists do a lot of different things, but all of them are connected to one idea, union President Tom Wroblewski said.

“We do a lot of good stuff,” he told union members. “We do it on behalf of this community and on behalf of this membership.”

Wroblewski spoke to more than 300 members at Triumph arm negotiators with 99 percent strike sanction vote

Past District 751 president Bill Johnson, who led District 751 through one of its most-tumultuous periods, was honored at a memorial service at the Seattle hall on March 23.

Johnson passed away March 5, 2013, at his home in Seattle after a long battle with cancer.

He was born Feb. 13, 1944, in Seattle to William and Opal Johnson and he graduated from Ballard High School in 1962.

Johnson hored at Boeing in 1965 and worked as a journeyman machinist. He was a union steward and Machinists Union activist working quietly behind the scenes before a series of events thrust him into the spotlight as president of the most-influential labor union in Washington.

IAM 751 mourns past president

Members of the Seattle Union Hall on March 30 to learn more about our Union and all the opportunities to get involved.

Solidarity in Spokane

The Incredible Journey

Women plans 300-mile wheelchair ride Seattle to Spokane to raise money for Guide Dogs

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Vol. 68 No. 3 April 2013
Respecting our union’s past, protecting our members’ future

By TOM WROBLEWSKI
District 751 President

District 751 lost a true trade unionist in March with the passing of former union president Bill Johnson. Because he’d lost his fight with cancer, he wasn’t able to attend our new member orientation conference on March 30. But if he had, I’m sure he would have been very interested in the future of the union to which he gave so much.

When you’re charting a course for the future, it’s important to know where you’ve already been. That’s why it’s important for today’s District 751 members to know about people like Bill Johnson, the battles he fought and the things he accomplished.

That’s why we invited our newer union members – those who have joined District 751 since 2007 to the conference, to talk about the benefits we enjoy today because Machinists fought for them in the past, and the efforts we have to carry forward. Today we worry they’ll be around for the next generation.

I was elected as a business representative in 1992, the same year Bill Johnson was elected district president. I got to know him pretty well during the eight years as our union’s leader. He could be a tough guy to work for. If he was mad at you, you knew it.

But at the same time, Bill never asked anyone to do something he wouldn’t do himself. He’d come early to meetings to help set up chairs, and he’d stay late to help clean up. We all know that’s not always the case for our members, and he didn’t back down from a fight.

The fights he went through two decades ago are much the same as the fights we face today: job security and affordable health benefits, fair pay and secure retirement.

In particular, Bill led the fight to keep Boeing from moving a significant share of 737 work out of Renton. Boeing and McDonnell Douglas had just merged, the 737 program was a mess because of poor planning by executives and sometimes even the unions. And that situation was to move a big chunk of our work to a McDonnell Douglas plant in Southern California.

Bill mobilized a publicized bill to pressure Boeing to keep the jobs here. Although he lost the battle in Washington, he also worked together with Boeing management to solve the production problems and get the 737 program back on track.

He was successful on both counts, and as a result, in the winter of 2011, our current union leadership team was able to negotiate with Boeing to ensure that the 737 MAX – Boeing’s next single-aisle jet – will be assembled in Renton, using components that Machinists now fabricate in Puget Sound and Portland.

I tell you all this because it proves a point: Bill Johnson – and those of us who were on his staff back in the ’90s – had no way of knowing there would one day be a 737 MAX to land. But we did know that the actions we took then would have implications for future generations of Machinists in Puget Sound, and that guided our thinking and our actions.

Likewise, the actions we take today will affect future generations of our members. That’s why it’s important for us to work out our new Machinists Union members, so that they understand certain facts – like the only reason they have a pension plan and retiree medical today is that we rejected Boeing proposals in 2005 and 2008 to do away with pensions and retiree medical for all future Machinists. We went on strike to preserve them, and we were successful.

That was one of the key messages we tried to communicate to our New Member Conference. From the conversations I had with people after the conference, it seemed that most of them understood.

There’s one more thing we tried to stress at the conference – we need more people to go to specially designated work that needs doing here, whether it’s taking part in a Guide Dogs of America fundraiser, our one of our other community

Continued on Page 5

MESSAGE FROM THE PRESIDENT

‘We are their greatest and most valuable asset at Hyték’

A steward at Hyték Finishes wrote this letter to his union brothers and sisters:

Every day for the past 20 months I have made a conscious decision to get up each morning and continue to fight, not to simply give in. I have not been alone in this. Many of you have done the same, risking all you have so that everyone would be treated fairly. We do not regret this decision – it is the reason we chose to fight.

In the coming four years we will show each and every member of our company what it really means to respect and to appreciate the fact that the bond between us can and will endure. You will see that what the company does not want you to know. We are their greatest and most-valuable asset – and nothing can ever be taken away from us.

Do you know what to do if you see a hazard or unsafe situation at work at Boeing? The direct and attention-attracting method to report hazards or safety concerns is the SHEAR (Safety Health Environmental Action Request).

By TOM WROBLEWSKI
President, Directing Business Representative
Wilson Fergie Ferguson
Vice President

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You have thought about what is really important? What you can or cannot get for your family? How you can plan for your future? How you can ensure your family is a part of a strong and vibrant union? How you can plan for a pension plan and retiree medical today is that we rejected Boeing proposals in 2005 and 2008 to do away with pensions and retiree medical for all future Machinists. We went on strike to preserve them, and we were successful.

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Continued on Page 5

Report hazards & safety concerns online SHEAR

To report hazards and injuries or unsafe conditions at Boeing, use SHEAR online. If you have a SHEAR worksheet that you wish to enter electronically, use the SHEAR Online entry form located on the factory, IAM/Boeing Joint Programs board and write in the SHEAR number. The SHEAR form will be available both electronically and in hard copy. If you have a hard copy SHEAR form, take it to the IAM/Boeing Joint Programs board and write in the SHEAR number.

Next time you’re at the computer, go to http://sfty.web.boeing.com and click “Enter New SHEAR.” Input what you recorded, then ‘SUBMIT.’ You will be notified via email that your SHEAR was submitted, and you will be asked to provide your approval of resolution to your concerns.

If you need help submitting a SHEAR, or want worksheets for your local Safety Committees, contact the IAM/Boeing Joint Programs (http://iamboeing-web.boeing.com) site nearest you or call 1-800-325-3453.

Machinists are today’s world’s finest AMT workers

Continued from Page 1

person to compete in each event, and that person had 20 minutes to complete a task. The Alaska region had the lowest overall time in their categories won. Categories were: OEM/MRO, Military, Schools, Commercial Airlines, and General Aviation.

The contest rules allowed team members to complete their tasks in less than 20 minutes to help teammates finish their tasks, and in this case all five of them stood out above all, enough to choose them to represent not only themselves, but all AMTs working for Boeing,” he said. “This team had already won before they competed.”

Special thanks to George Curtis Thompson from Seattle Field who served as a judge for the Boeing Bond & Ground event.

Watch your email in August for the link to apply for IAM Joint Programs board and write in the SHEAR number.

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Machinists are today’s world’s finest AMT workers

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POLITICAL ACTION

Smith vows ‘anything we can do to strengthen unions’

Labor unions are the key to resolving one of the core economic issues in America today, U.S. Rep. Adam Smith said.

That issue is the loss of “economic opportunity,” he said — the astronomic accumulation of wealth by a handful of extremely rich people, at the cost of America’s middle class.

“If it’s fundamentally jeopardizing the American notion of equality,” Smith said. “Wealth’s becoming more and more concentrated at the top.”

Unions, “are critical” in making society more equal, the Congressman continued.

Unions build a “more just society,” he said — and by putting more money into the hands of consumers, unions help build local economies.

Why any unions, “you don’t have people to buy stuff,” Smith said. “That’s a big part of the reason for the sluggish nature of this economy.”

“The stronger unions are, the better we’re going to have it for the middle class,” Smith said. “Unions give workers a better piece of the pie. Anything we can do to strengthen unions is part of the deal. I’m going to work on that.”

Smith spoke at District 751’s Seattle Union Hall on March 25, to a group of more than 50 representatives of various unions who gathered for a spaghetti dinner.

Smith represents Washington’s Ninth Congressional District, which includes Joint Base Lewis McChord, where more than 600 District 751 members work for military contractors.

Those workers and thousands more face layoffs and furloughs that could cut their pay for the next six months by 20 percent as the result of “sequestration” — the automatic spending cuts that kicked in when Congress failed to reach a budget deal.

Congress couldn’t reach a deal because even growing. There’s opportunity here, size it and move forward, but that overarching budget problem threatens the whole deal.”

Smith said he’s not sure whether compromise is possible. The atmosphere in DC is “pretty bad,” he said. “It’s very ideologically driven. The entire Republican Party has been taken over by a very narrow right-wing ideology.”

As a result, moderate Republicans who used to work with Democrats to find common-sense solutions now are afraid they’ll be voted out of office by “ideological extremists who are completely outside the mainstream of American political thought.”

Unions in particular are under attack, Smith added. “It’s an amazingly hostile environment.”

There’s probably only one solution, Smith concluded — voting Republicans out of Congress. “Every single issue that we care about is going to be in a better place if John Boehner is not House Speaker any more.”

Conservatives try to cut pay for Washington’s workers

By DAVID GROVES

WASHINGTON State Labor Council

OLYMPIA — Do you recall any state legislators running for election by promising to lower your wages? We don’t. And yet, the 2013 state legislative session has brought a surprising number of proposals to do just that.

Bills have proposed to create a sub-minimum wage for new hires, to help businesses get away with illegally denying overtime and minimum wages, and to undermine prevailing wage standards so contractors can pay construction workers less money, rather than maintaining a prevailing wage — which would more broadly apply residential prevailing wages — which is adopted, Smith said.

“We’ve cut taxes by $7 trillion over the last 12 years,” he said. “If those tax cuts become permanent, all of those things inevitably get wacked.”

The layoffs and loss of services and support that federal workers provide to the economy is jeopardizing America’s recovery from the recession, Smith said.

“The economy, at least in this region, is beginning to come back,” he said. “Go even down the Kent Valley, you can see manufacturers that are succeeding and are calling for far-reaching — and far-fetched — federal budget cuts.

Basic government services like Medicare, highway funding and job-creating scientific research would have to be cut by 50 percent if the Republicans’ budget plan is adopted, Smith said.

“arly place if John Boehner is not House Speaker any more.”
New Members Unite: ‘Knowledge is Power’

Continued from Page 1

International Association of Machinists & Aerospace Workers, and IAM Aerospace General Vice President Mark Blondin and Grand Lodge Rep Kevin Cummings also addressed the conference.

Cummings outlined all the ways the IAM supports workers at the local level as they fight for better wages, benefits and working conditions. Blondin welcomed the new members to the conference, telling them “whether you’ve been in this union five minutes or 50 years, this is your union and this is your union hall.”

Speakers from IAM/Boeing Joint Programs described some of the health and safety training benefits the union has been able to negotiate with Boeing. Other speakers outlined the many different activities District 751 is involved in, from the political realm to community service to helping other workers form unions at their places of employment.

But there was one unifying theme: Union jobs are good jobs because union members fought to make them that way. “You’ve got a good job with wages and benefits,” Cummings said. “You’ve got a responsibility to make sure it stays that way for the people who will follow.”

It hasn’t been easy, said Blondin, but “every member of this district will have a pension when they retire.”

And it will be a fight to keep it, he continued. “They (Corporate America) have got people thinking pensions are bad,” Blondin said. “Hell no, pensions are good, and everybody should have one like the Machinists Union has.”

District 751 is one of the nation’s most successful unions, but if that’s to continue, more members must step up to do their part, the speakers said. “If you’re looking to get involved, there’s more than enough going on around here,” said District Administrative Assistant Jim Bearden. “Just see your local lodge presidents. They’ll put you to work.”

A scavenger hunt for labor history got members to examine the many displays at the hall.

Members listened intently to Kina Repp, who lost her arm the first day on the job in Alaska. She hopes others will learn from her mistake and trust their gut if they think something is wrong, and speak up. Only you can make sure you go home safe.

Powerful message: Working safe is no accident; safety is all up to you.

Kina Repp’s right arm was being crushed, trapped between the rollers of a conveyor belt that was slowly, relentlessly tearing it away from the rest of her body. Nobody had seen her go under the belt to clean it, so nobody knew she was inches away from a gruesome death.

But the worst moment came when somebody finally wandered into her view, she said. “I thought ‘turn it off,’” she told District 751 members at the New Member Conference. Instead, he looked at her and froze and screamed and screamed.

The last thing she remembers, she said, was “I can’t believe that he’s not going to save me.”

She fainted, and when she woke up, she was free, but her arm was gone.

Repp was a 20-year-old college student studying to become a dentist when her accident occurred. She’d gone to Alaska for the summer in hopes of earning enough money to stay in college. When she got there, she’d begged a foreman to put her to work right away. The accident that took her arm happened within the first hour of her first day.

It was a combination of factors that every working person can face every day, Repp said. She hadn’t been trained. She wasn’t being careful. And while she worried that the work she’d been assigned was dangerous, she didn’t feel like she could stand up for herself, given that it was her first day at work.

Repp told the Machinists at the conference that a “wise man learns from his own mistakes, but a brilliant one learns from somebody else’s.” She told them to learn from her example, and at the very least to listen to their gut when it tells them they’ve been assigned dangerous work.

“Accidents don’t discriminate, and those machines you work on and around don’t care who you are,” she said. “I don’t want any of you to be me.”

Everett Machinists host aerospace students on Boeing tour

District 751 Machinists helped host a group of 38 potential new Boeing workers who toured the Everett factory on March 20.

It’s part of an ongoing joint effort by both the company and the union to recruit a new generation of aerospace manufacturing workers, said Chris Louie, a program coordinator with IAM Boeing Joint Programs.

Louie, Joint Programs Administrator Grace Holland, District 751 Business Rep Jason Redrup and Administrative Assistant Jim Bearden represented the union on the tour.

“There are a whole lot of Boeing workers who are about ready to retire,” Louie said. “We’ve got to make sure that there are enough young people with the skills and the interest in aerospace to replace them.”

The 38 young people who took the tour probably qualify. All of them are students in the aerospace manufacturing program at Sno-Isle Tech Skills Center in Everett.

They’re learning the same core curriculum that Boeing itself teaches its new hires, said David Dobrich, the instructor, who is a former community college vocational instructor — and District 751 Machinist.

“Right now we’re getting into building projects using rivets and hi-loks,” he said.

The coursework also covers aviation history, Dobrich said. “Most of these guys think that’s pretty interesting,” he said. “You never ran out of things to talk about.”

They’re learning about the Dreamliner, which literally makes them the next generation.

The topic on March 20 was Boeing’s 787 program. The students toured a couple of the machining cells that support the 787 line — including a shop where IAM member Chuck Nealy explained how union members working at Boeing had pioneered techniques for fabricating parts from the carbon fiber composites used on the Dreamliner.

They also talked with AOG mechanics who are preparing to install the battery containment boxes that Boeing is proposing as a fix to get the now-grounded 787 fleet back in the sky.

Students also toured the main 787 final assembly line — finishing it with a visit inside a nearly completed jet, where they were treated to a “flight show” that used the brightly colored LED lights Machinists install for the interiors.

“It was very informative,” said Raymond Crowley, a student from Sultan. “That was cool, going about seeing what I might be doing in the future.”

Classmate Sam Mireles said he learned “how much composites are really changing the way aircraft are built, and how much it is a part of the 787.”

About a quarter of the students have parents who work at Boeing, which literally makes them the next generation.

“It was awesome,” said Jessie Denton from Marysville-Pilchuck High School, whose father works for Boeing on the Everett flight line. “It gave me more of an idea of what I want to do.”
IAM District 751 mourns death of past president Johnson

Continued from Page 1

Johnson said at the time his goal was "to come in and change things around ... unite the membership, get everything on track and go out and get a good contract."

Johnson was credited with making the union run more effectively – including better controls on finances and improved grievance procedures.

In 1995, Johnson was instrumental in guiding the membership through a trying 69-day strike. Outsourcing, and a Boeing plan to raise out-of-pocket costs for health care were the primary issues.

The 1999 contract won expanded job security language that allowed the union to contest Boeing outsourcing proposals, improved health and retirement benefits, and beat back a Boeing proposal that would have severely limited weekend overtime by forcing members into non-standard work weeks.

The 1999 contract was ratified with an 85 percent yes vote.

Keeping 737 in Renton

Many of the Machinists Union members now working in Renton can thank Johnson for the fact that their jobs exist.

After the 1997 merger of Boeing and McDonnell Douglas, managers of the newly merged company proposed moving a share of 737 final assembly work to the McDonnell Douglas plant in Long Beach, CA.

Johnson responded with a campaign to put public pressure on Boeing to keep the family-wage jobs here in Washington.

At the same time, Johnson invited Phil Condit – Boeing’s CEO – to a summit at Seattle’s Edgewater Hotel, where the company and union thrashed out a plan for a joint Working Together Committee to tackle production problems. The agreement kept all 737 final assembly work in Renton.

"It was huge," said Wroblewski. Hex had n't averted that, who knows what the possibilities would have been for us to land the 737 MAX."

Service to community

Johnson also made his mark in the community through the creation in 1997 of what is now called the Machinists Voluntary Program.

Union volunteers had been active in the community for decades, but sort of on a "sporadic, ad hoc basis," said Steward Ed Latgen, who was one of the MVP Committee organizers.

Johnson’s idea was to form a group that could “get the name of the union out there and seen in a better light,” Latgen said. The MVP Committee was “a way to get organized in our voluntarism. That way, we could give thanks to the people who were taking the time to do things, and also to let the public see that we’re giving back.”

Today, union MVPs are known for building wheelchair ramps – nearly 320 of them since 1997. Volunteers feed the homeless several weekends each month in Everett and Tacoma. More than 100 typically turn out each December when the union partners with KING-TV and Northwest Harvest for the annual Home-

Wroblewski said he remembers that Johnson – even during his years as president – would help set up chairs before meetings, and stay late to help clean up.

"He had to face some tough times with the Boeing Co.,” Hamilton added, “and he got us through it.”

As you know, I’m a fight-er by nature,” Johnson wrote in his last AeroMechanic mes-

The union partners with KING-TV and Monroe Sweetland.

Labor history: Lessons from past apply to future

The Machinists Volunteer Program.

Other panels will discuss topics ranging for students or unem-

Registration costs $85 if done by April 12 ($25 for students or unem-

For details or to download a conference brochure, go to the PNHLA website: http://www3.telus.net/robjgibbs/PNHLA/home.html

President’s Column: Respecting our union’s past, protecting our members’ future

Continued from Page 2

service activities, getting involved in our union’s political activities, volunteering to help other workers form unions where they work, or simply spending an hour or two at a union meeting once a while to come to a local lodge meeting.

Because – just as it was in Bill Johnson’s time – there is always more work to be done than people available to do it.

But the work we do at this union is important, and it affects the lives of thousands of people in a positive way, whether it’s building a wheelchair ramp today, or negotiating better health care benefits that the children of union members will use tomorrow.

This is your union, and that’s true whether you’ve been a member for 25 years or 25 minutes. We meet to do this work once a while to come to a local lodge meeting.

As you know, I’m a fighter by nature,” Johnson wrote in his last AeroMechanic mes-

"Labor Under Attack: Learning From the Past and Preparing for the Future” is the theme of the Pacific Northwest Labor History Association’s annual conference.

The association's 2013 conference will be May 3-5 at the University Place Hotel & Conference Center, 310 S.W. Lincoln St. in Portland.

Tom Lux, the chairman of District 751’s Labor History Committee, will take part in a roundtable on oral histories at the conference.

Other panels will discuss topics ranging from how lessons from the 1930s can be applied today, to reviews of the recent struggles of the International Longshore and Warehouse Union and the Occupy Wall Street movement. The keynote speakers will be Mark Leier, a

AeroMechanic
Woman plans 300-mile wheelchair ride for Guide Dogs

A Kirkland woman with cerebral palsy says she wants to help other people overcome their physical limitations.

To do that, Tania Finlayson is planning a 300-mile cross-state trek in her motorized wheelchair to raise money and awareness for Guide Dogs of America.

The event — which she’s calling “A Spokane Dash for Puppy Cash” — is set for June 8-11. Finlayson plans to leave from her home in Kirkland and head across the Cascades to Spokane, following Interstate 90 most of the way, while also taking advantage of the bicycle trails that parallel the highway.

Finlayson’s wheelchair has a top speed of close to 7 mph, and she and her husband, Ken, estimate it will take her four days to make the trip. She’ll be supported along the way by her family, including her and Ken’s son, Michael. She’ll also have a support crew from District 751, where Ken Finlayson works as an information technology technician.

“My goal is to raise $42,000,” said Finlayson, who communicates through a computer keyboard that she operates with head switches, using Morse code.

“That’s because it costs $42,000 to raise and train a guide dog with a blind or visually impaired person. Finlayson said she wants to raise that much money to help someone to gain increased mobility and independence, which is something I cherish every day.”

Finlayson said she was inspired to make the effort after taking part last year in the Flight for Sight Fun Run.

“I enjoyed it so much,” she said. “I wanted to do something myself to help make a difference.”

A 300-mile wheelchair ride may seem daunting, but Finlayson has a track record of achievement. She’s a college graduate, a business owner and a certified skydiver with more than 40 jumps to her credit.

In fact, Finlayson said she plans to warm up for her 300-mile run by taking part in this year’s Flight for Sight 10K, which will be at 9:30 a.m. June 8 at the Boeing Everett Activity Center. After that, she’ll return to Kirkland, and set off for Spokane in the afternoon.

District 751 Machinists are fully supporting Finlayson’s effort by helping with fundraising and logistical planning, said Tom Wrobleski, the union’s president.

The union has set up a Web site — http://dashforcash.kintera.org — where people can make tax-deductible contributions. Union stewards also are taking donations and pledges.

“Tania’s pretty amazing,” he said. “When she came to us with this idea, our first reaction was ‘You want to do what?’ And our second was ‘How can we help?’”

District 751 is the top fundraiser for Guide Dogs of America across North America, having raised more than $1 million for the charity over the past four years. So it was only natural to join Finlayson’s quest, Wrobleski said.

“She’s a real inspiration,” he said. “We’re proud to have Tania, Ken and Michael as part of our Machinists Union family.”

Machinists make a difference around Puget Sound

District 751 volunteers continued to fulfill their on-going community service commitments in March. (Right): MVPs performed road clean-up duty in Everett on March 10. (Left top and bottom) MVPs prepared and served breakfast for Tacoma’s homeless at The Rescue Mission four times in March. (Below) MVPs volunteer weekly at Northwest Harvest in Kent, helping to sort and package donated food.

Machinists Volunteer Program Awards Banquet
Saturday, April 20 5 to 7 p.m.
Seattle Hall (9155 15th Pl. S)
Join us to honor 751’s top volunteers. Members & their families welcome. Bring a side dish or dessert.
Volunteers make Easter brighter in Pierce County

MVPs Vennie Murphy, Rob Curran and Tom Lindberg deliver 32 hams to The Rescue Mission for its annual Easter dinner for Tacoma’s homeless. The hams were donated by union members, and delivered to the mission on March 22. Murphy and other MVPs will take part in the first Vennie Murphy Walkathon to benefit the mission on April 6.

District 751 MVPs pose with the 250 Easter baskets they assembled for the Toy Rescue Mission, a Tacoma non-profit that provides toys and other gifts to underprivileged children. The baskets were distributed by Pierce County churches.

Renton wing laydown delivers peanut butter in a ‘Jif’

District 751’s peanut butter drive to support Pierce County food banks continued in March. All the peanut butter collected will be distributed to Pierce County families through the Emergency Food Network.

Stewards and members were encouraged to bring jars to their local lodge meetings this month.

When union steward Terri Myette asked the Renton wing laydown to help out with the peanut butter drive, the group delivered. Union steward Darry Woodson also helped get his crew involved. Second shift brought in 119 jars with over half being 2 pound jars or more. First shift also came through bringing in over 25 jars and $110 to buy additional peanut butter. At the March 12 District Council meeting, Terri challenged other stewards to engage their crews in the drive.

District 751 exceeded its goal of collecting more than 2,000 jars in 2013.

Union steward Terri Myette was all smiles after she asked members in Renton wing laydown to donate peanut butter for local food banks. Members from that shop stepped up and donated nearly 150 jars (most 2 pounds or larger), as well as more than $110 in cash donations.

Sock drive for charity continues in April

District 751’s sock drive to benefit Redeeming Soles, a Seattle non-profit, continues in April.

Union stewards and members are encouraged to bring new and unused men’s and women’s socks to their local lodge meetings this month. Donations also can be brought to the Seattle Union Hall. Redeeming Soles distributes donated shoes at homeless shelters, food banks and rescue missions across Seattle. It also provides medical treatment for homeless people with foot pain.

District 751 MVPs first came in contact with Redeeming Soles in October 2012, when they helped the group distribute more than 1,000 pairs of shoes to Seattle-area homeless people at the Community Resource Exchange event at Seattle Center.

IAM 751 volunteers ramp up their service to community

Members of District 751’s MVP Committee have built two wheelchair ramps in recent months to help the families of homebound people. In February, MVPs (left) built a ramp for a family in Federal Way. They built another one for the family of a union member in Lynnwood in March. (Right) The MVPs have built nearly 320 wheelchair ramps since the committee was formed in 1997.
**Plan for Your Future**

- Meet ASAP with a Joint Programs Career Advisor to explore training options and other resources. You can only access your $3,000 a year Education Assistance benefit through a Career Advisor. Make an appointment by calling 1-800-235-3453.
- Write down your password for TotalAccess. You will be required to use it every time you call TotalAccess or log onto their website.
- If you have Pride@Boeing points or service awards, redeem them prior to layoff. While these do not expire, you have less options after layoff (i.e. after layoff, gift cards cannot be selected).

**Activate Your Recall Rights**

- **File for Category A (Recall) Rights** immediately following layoff (there are no automatic Cat A filings. You must file to get on the recall list).
  - Boeing will provide a list of jobs you have Category A rights to on your TotalAccess profile. From TotalAccess you can file for a Cat A right (online is the preferred method). After filing online, you will be sent a confirmation and can also check online to confirm you are on the list.
  - If you do not have online access, registration forms are available at all Union halls to return by mail (since signature is required). Be sure to include any locations you are willing to accept. Individuals indicating all locations (SKAREF) better enhance their chances for recall. **NOTE:** You MUST be willing to accept recall to any shift and location that is offered or lose seniority. Be aware that when recalled, it will be a minimum of one year before you are allowed to transfer locations.
- Employees have Category A rights to any jobs previously held for 90 or more calendar days on a permanent basis. Length of recall rights are:
  - Company Seniority: Length of Recall
    - 5 years recall
    - 3 or more, but less than 5 years recall
    - 2 or more, but less than 3 years recall
    - 1 year or less
  - 6 years recall if you have at least 10 years of seniority. You can only accept recall if you are willing to accept recall to any location that is offered or lose seniority.

**Important Tips for Those Facing Layoff**

- **Income continuation layoff benefits DO NOT affect unemployment benefits.**
- While layoff benefits provide medical coverage for up to six months following layoff (if you elect such coverage), dental coverage ends the last day of the month in which you are laid-off. Therefore, get your needed dental work completed immediately after receiving a WARN notice.

**Before You Get Laid-off**

- **Attend layoff briefing and orientation.** You may also attend two additional classes: Effective Resume Writing and Interviewing Techniques to assist you with the job search process and to better prepare you for job interviews. Registration is not required and are available as space and time permit.
- Complete Layoff Benefit Election Form, which determines how your Layoff Benefit will be paid. Members have two choices: income continuation or lump sum. The Union advises members to select income continuation. Do NOT select lump sum layoff benefits because this will eliminate your seniority and recall rights. If you are ever rehired and had elected the lump sum benefit after layoff, you would still have seniority. Hundreds have elected this in the past thinking they would not return, only to have huge regrets when they returned to Boeing.
- Remember income continuation layoff benefits do not affect unemployment insurance benefits.
- Print out and keep a copy of your Boeing work history and training records from TotalAccess. This is important if you ever return to Boeing.
- Print out and retain a copy of your layoff notice. **NOTE:** If you want your work history to include layoff information, you must call TotalAccess after you are laid-off.
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**Plan for Your Future**

- Meet ASAP with an IAM/Boeing Joint Programs Career Advisor to explore training options. Remember Education Assistance benefits are still available even if you go to work for another company. Currently, Education Assistance benefits for laid-off members is approved for $3,000 per year. If you have less than one year at Boeing, you get the EA funds for one year. If you have more than one year, you are eligible for three years of EA benefits. To schedule an appointment or find the location nearest to you, call 1-800-235-3453.
- If you plan on receiving unemployment benefits while in training, prior approval is required. Do NOT select lump sum layoff benefits because this will eliminate your seniority and recall rights. If you are ever rehired and had elected the lump sum benefit after layoff, you would still have seniority. Hundreds have elected this in the past thinking they would not return, only to have huge regrets when they returned to Boeing.
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March Retired Club business meeting minutes

By RUTH RENDER

The meeting was called to order on March 11 by President T.J. Seibert, who led the attendees in the Lord's Prayer followed by the flag salute and the singing of God Bless America.

Roll Call of Officers: All officers were present.

Ministry: It was M/S/P to accept the February meeting minutes as written.

Financial Report: The February expense report was read by Treasurer Betty Ness.

Communications: John Guevarra read a thank you letter that Robin Guevarra, President of the South King County Chapter of the Advocates for Retirement, sent him and received a letter in which he was able to mention several current Boeing employees.

Legislative Report: John Guevarra gave the report. John spoke about the Senior Lobby Day in Olympia in February.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Marvin Mortiz, Bill Johnson, Don E. Pyle, and Jack Snyder. Sympathy cards were sent to the next of kin.

IAM 751 Retired Club
April Meetings

All meetings are held on Mondays at the Seattle Union Hall (9135 15th Pl. S.) at 11 a.m. and include a free lunch at noon.

April 1 Bingo and cards
April 8 Business Meeting
April 15 Bingo and cards
April 22 Socialize
April 29 Socialize

Come to the meetings and learn about our casino trips and other events.

Good and Welfare: Tom Lux thanked John for giving a good report about the Senior Lobby Day. He said half the bus was filled with IAM retirees and/or South Sound ARA members.

Robin made over 150 phone calls to legislators that they met with. It is a good thing to be on a first name basis with your representatives in Olympia. John added that Robin made over 150 phone calls to encourage people to sign up for the event.

T.J. Seibert spoke about the meetings he had with his legislators in which he was able to tell them what issues were important to him and he felt they listened.

Mike Keller said he sent an email to one of his legislators and received a letter in reply. T.J. said he also received a response after sending a letter of thank you to Rick Larsen. John said if you receive a reply bring it to the next meeting to share with everyone.

Birthdays & Anniversaries:
Happy Birthday to them.

March birthdays included L to R: Mike Lough, Ann Rose, Ken Dining, Vera Doss and T.J. Seibert.

March 2013
751 Aero Mechanic
DO A GOOD DEED!
If you know of a non-union worker anywhere who needs the IAM’s help, then fill out this coupon now!
Post to IAM Organizing Department: This person works for a non-union company and needs our help! Please contact him/her as soon as possible to explain the benefits of union membership.

NAME: __________________________ PHONE: __________________________
ADDRESS: ____________________________________________________________
CITY: __________________________ STATE: _______________ ZIP: _______________
Please contact me if additional information is needed.

Upcoming Fundraisers for Guide Dogs of America

District 751 has set dates for three Guide Dogs of America fundraising events. Proceeds from all three events will go to Guide Dogs of America, a California-based charity that provides trained guide dogs free of charge to people who are blind or visually impaired from across the United States and Canada.

Guide Dogs Golf Tournament
The 22nd annual Guide Dogs of America Golf Tournament will be Sunday, July 21, at the Willows Run Golf Course in Redmond.

The tournament will be a scramble format with a shotgun start at 8 a.m. The cost is $90, which covers greens fees, cart rental, tournament t-shirts, prizes and a buffet at the end of play. The field is limited to 280 players.

Entry forms are available at all District 751 union halls in Puget Sound. Entries are due by July 5.

A trophy will be awarded to the first place team, with $100 to each winning team member. Chances at individual prizes will be offered for the longest drive, hole-in-one and closest-to-the-pin. All other prizes will be raffled.

To donate prizes, volunteer at the tournament or to sponsor a hole, please contact a member of the organizing committee.

In Auburn – John Carter (206) 437-0470, Ron Coen (253) 735-0577 or Dave Swan (253) 640-5161;
In Everett – Mark Clark (425) 232-6088;
In Renton – Jim Roberts (425) 965-2000;
In Seattle – Chuck Fromong (206) 599-9198.

Information is also available from Lori Dorsey at the Everett Union Hall, (425) 355-8821.

Dog Days drag racing
District 751 is teaming up once again with Pacific Raceways for a joint fundraising event.

The union is selling $5 discount tickets for drag racing on Aug. 15-18 at the track, which is at 31001 144th Ave. SE in Kent. The tickets are on sale at all District 751 union halls in Puget Sound. They are good for entry on any one day of the event. Children under 6 get in free.

Racing starts at 9 a.m. each day, and will feature racing in the top alcohol and sportsman classes and the Screamin’ Eagle Harley Davidson series.

This will be the eighth year that District 751 and Pacific Raceways have teamed up for the event. The previous seven race weekends have raised nearly $43,000 for Guide Dogs.

Local F karting Challenge
Local F plans its first go-kart challenge fundraiser for Guide Dogs from 2 to 6 p.m. Sept. 7 at Pacific Raceways in Kent.

The challenge will be a go-kart race, with teams of four drivers racing for two hours around a track at PGP Motorsports Park at Pacific Raceways. Prizes will go to the teams that complete the most overall laps in the time allowed.

The cost is $100 per person, which includes lunch.

For details, contact Local F Vice President Robley Evans at (253) 350-6725.

Women’s Committee sets Flight for Sight date
The Bath annual Flight for Sight fun run will be Saturday, June 8, at the Boeing Everett Activity Center.

The event is sponsored by the Women’s Committee at District 751, and is a fundraiser for Guide Dogs of America. The event is open to all women who are due by July 5.

Registration costs $30 in advance, or $35 on race day. Runners will get a t-shirt. Registration forms are available at all District 751 union halls in Puget Sound, or you can go online at www.flightforsight.com and follow the links to the online registration form.

All proceeds go to Guide Dogs of America, which provides trained guide dogs free of charge to people from across the United States and Canada who are blind or have impaired vision.

Nearly 140 runners took part in last year’s Flight for Sight Fun Run in Everett. This year’s event is Saturday, June 8. Races begin at 9:30 a.m.

E officers accept oath of office
Business Rep Ron Bradley (l) administers the oath of office to Local E officers John Cowan and Chris Olafson as Local E President Ira Carterman looks on.
Members at Triumph united with 99 percent strike sanction

Throughout the month of March, members at Triumph Composite Systems in Spokane have stepped up to demonstrate their solidarity and unity as the opening of negotiations approach. On March 27, members turned out in force and voted by more than 99 percent to approve strike sanction. 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 our issues. The strong vote also gives Union negotiators added leverage as they head to the bargaining table armed with a proposal crafted from input from the members.

District President Tom Wroblewski, District Secretary-Treasurer Susan Palmer, Aerospace Coordinator Mark Johnson, Business Rep Steve Warren and Staff Assistant Ken Howard talked with members throughout the day to gather additional input on their issues. David Board, who has worked at Triumph for 7 years, indicated his top priority is folding COLA into the base wage rather than having it paid out in lump sums.

Ryan Valkinburg, who has worked at Triumph for six years, sees wage increases and medical insurance as his top issues. Thanks to every member for taking the time to vote and doing your part to secure a fair contract. On March 23, the week before the strike sanction vote, second shift stewards organized a unity barbecue at lunch to help educate members on the importance of a high turnout and strong vote on strike sanction. Swing shift and day shift stewards along with volunteers and Business Representative Steve Warren prepared lunch in unusually winter like conditions.

Despite the winter weather, more than 180 second shift members came out on their lunch break to show solidarity for the upcoming talks and ensure all would take part in the strike sanction vote. Since the last contract was ratified in 2010, more than 150 new members have been hired – many on second shift. The barbecue was another opportunity to educate the members on the negotiation process, how to provide input and how to do their part to get a good contract. In previous months, brown bag lunch meetings were held at the Spokane Union Hall.

On March 26, Warren along with several stewards, met at the hall to sort through results of the two recent member surveys, as well as review each and every comment submitted. This information, plus other input from members, will formulate the Union’s initial proposal, which will be presented April 22nd.

The negotiation team consists of District 5 President Tom Wroblewski, Aerospace Coordinator Mark Johnson, Business Rep Steve Warren, Staff Assistant Ken Howard and Shop Floor Committee Member Jerry Womble.

District President Tom Wroblewski talks with David Board, who indicated his top issue is getting COLA folded into base wages rather than paid as a lump sum.

Delaware Resources Group ratify new three-year agreement

Machinist Union members working for Delaware Resources Group (DRG) at military bases across the country resoundingly approved a new contract in March by more than 83 percent. 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 simulators, maintenance technicians and pilot instructions.

The new three-year agreement provided a $1 an hour raise effective Oct. 1 of this year and a $1.25 an hour raise October of 2014 and $1.50 an hour raise October 1, 2015. Night shift differential increased to $1.50 an hour. Layoff is now strictly by seniority. Prior to this contract, layoff was at the discretion of the company based on skill and ability.

Business Rep Steve Warren along with union steward Holly Johnson from Fairchild represented the Spokane workers. The three-year agreement covers workers at six other sites around the country, including Pease ANGB, Seymour Johnson AFB, March ARB, Hickam AFB, Milwaukee, WI ANGB. The group at Fairchild is the largest.

IAM negotiators from various sites representing members employed at DRG delivered a new three year agreement, members ratified by 83 percent.

In the last contract was ratified in 2010, more than 150 new members have been hired – many on second shift. The barbecue was another opportunity to educate the members on the negotiation process, how to provide input and how to do their part to get a good contract. In previous months, brown bag lunch meetings were held at the Spokane Union Hall.

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Members from Triumph Composites demonstrated they are serious and united in efforts to obtain a fair contract with a 99 percent strike sanction vote on March 27.

Negotiations will continue almost daily after the opener on April 22 expires on May 10. Triumph has done extremely well since purchasing the facility from Boeing over 10 years ago. Our members there have continually stepped up to ensure Triumph is financially sound and profitable. Our goal is to reach a fair and equitable contract.

Above: Members check in at the vote on March 27.

Left: Tellers Rick Olson, Mike Blashill, Chrisy Hanson and Bob Six tally the votes after the polls closed.