Prepa ring for Contract at Pexco

Members at Pexco (formerly Filtron Extrusions) in Yakima are gearing up for their second IAM union contract. Formal negotiations begin this fall, with the current contract expiring on November 30.

The 110 members at the plant produce plastic extrusion components for windows, automobiles and various other industries, as well as manufacturing aircraft parts for Boeing and Airbus planes.

To get members engaged in the negotiation process, Business Rep Steve Warren and Staff Assistant Ken Howard held a solidarity barbecue across the street from the plant on July 20. Throughout the day, members stopped by for lunch, asked questions and discussed issues. The event also provided an opportunity to nominate members for their plant negotiation subcommittee. For those who couldn’t attend the barbecue, they had an opportunity to nominate for the in-plant subcommittee.

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In a letter, President Obama thanked the Seattle-based Machinists, saying “your volunteer service demonstrates the kind of commitment to your community that moves America a step closer to its great promise.” The awards were primarily the result of work District 751 members do through our Machinists Volunteer Program. In 2009, 464 union volunteers took part in 103 different community service projects, giving a total of 3,721 volunteer hours – easily surpassing the standard set by the President’s Commission for a gold-level award.

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Preparation for the 787

Most of Washington’s Congressional delegation rallied alongside Machinists on July 9 in support of Boeing’s bid to build the next aerial refueling tanker for the U.S. Air Force.

The rally at the Machinists Union Hall in Everett attracted nearly 250 Boeing employees, elected officials and other supporters, and came just a few hours after Boeing formally submitted its bid to build 179 KC-X tankers, based on the 767 cargo jet.

“Today is the day we’ve been waiting for,” said U.S. Sen. Patty Murray. “Today is the day that the world’s best aerospace workers get to prove that you are the best.”

Murray and other elected officials attacked the illegal subsidies Airbus has used to develop the A330 jet that is the basis for its competing tanker bid, and vowed that they would not allow Airbus to use those subsidies to undercut Boeing.

On a level playing field, no one – and I mean no one – is going to beat you out to live the Air Force a tanker that carries “a real American flag that isn’t just a decal slapped on in Alabama.”

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Helpful Advice from Health & Benefits

Health and Benefits Rep Garth Luark has helpful advice to members working at Boeing to ensure:

- They have designated a pension beneficiary.
- They have the option of diverting their lump sum question to VIP, and
- They are aware of state law changes that could impact their Custom Choices Insurance. Below is a brief summary of each item.

**Designate Your Pension Beneficiary**

It is important that members keep their contact information up to date, as well as their beneficiary. It is worth the five minutes it takes to update or designate a beneficiary. You can do this through Total Access. To view the page, go to Total Access + My Savings & Pension + Accumulated Pension Benefits + Boeing Pension Plans Online. A new window will open, and on the right click on View/Update/Dependent.Necessary beneficiary Social Security number is needed.

While you’re at it, check your VIP beneficiaries. It is necessary to update them regularly. Machinists can divert 2010 Lump Sum bonus to VIP Savings

IAM 751 members will have the option to divert their 2010 lump sum bonus to their Voluntary Investment Plan (VIP) account later this year. The lump sum bonus amount is $1,500 is part of the collective bargaining agreement. It will be paid in November members and will have the opportunity to divert their enture bonus (diverting part of the bonus to the VIP is not allowed) to their VIP account instead of receiving it in cash.

**State Law Could Affect Custom Choices Benefits**

A change in Washington state law could affect the benefits received by some District 751 members who have retired from Boeing on a disability.

As of July 1, the new state rules have changed the total amount anyone can receive as a disability benefit. With the change, the total amount that anyone can receive from disability insurance benefits and all other sources of income cannot exceed 80 percent of what they earned before they became disabled.

This will affect people who receive benefits through Machinists Custom Choices in particular.

Machinists Custom Choices offers three types of supplemental insurance policies to union members at Boeing: life insurance, a critical illness policy and long-term disability insurance. The long-term disability policies are underwritten by Boeing Mutual.

“If a disabled employee is receiving income from other sources, and that combined income exceeds the limit, then Machinists Custom Choices can no longer pay the worker’s benefits,” Luark warned.

“This is a state of Washington requirement and neither Machinists Custom Choices nor Boeing Mutual can do anything but comply.”

All policy holders in Washington are scheduled to get letters alerting them to the change, and Boeing Mutual is in the process of printing new materials to explain the changed benefits for any Washington residents who enrolled in the future. He said.

by Tom Wroblewski
District President

**Chicago Needs to Earn Future Work, Not Puget Sound**

Jim McNerney and his Chicago cronies dreamt up a cash boog of billions of dollars and destroyed the credibility of what was once an American manufacturing icon.

That plane is now almost three years late.

Instead of focusing on solving those problems, the Chicago gang has gone on a tangent, building duplicate factories and supply chains on opposite coasts. The decision to pour billions of shareholder dollars into this Charleston adventure has hurt the Company, and will continue to do so for as long as it takes the workers in South Carolina to get up to the standard that our Puget Sound workforce has achieved over the past 75 years.

In the meantime, here in Puget Sound, Machinists Union members and our proud Boeing co-workers are proving our worth every day as we roll another $60 million airplane out the Renton factory door.

That’s particularly true of the 787 team in Everett.

As you’ll read elsewhere in this month’s issue, it was a District 751 Machinist who figured out that there was a problem with the horizontal stabilizer on the 787s – problems created by one of the partners the Chicago gang picked. Our union brother and his teammates figured out how to fix the problem, and those union brothers and sisters are the ones Boeing management called on to teach the rest of the company – and the supplier itself – how to do it right.

That’s right, it was Machinists who did that, by themselves, doing something that goes a long way to ensure the long-term success of the 787 program – and, thus, the Boeing Co. itself. So the next time you hear someone claim that we show those kinds of dramatic successes not prove the value of the Puget Sound workforce to you and your Chicago crew? Not all Boeing management can do for the company’s problems. We all know of individual leaders who get it right, who understand that there’s more to the company’s long-term success than squeezing tax dollars out of state and local governments and building a fancy corporate balance sheet. They know that the true leaders inspire their teams to achieve greatness – and not by threatening their most-valuable performers at every opportunity.

These are the kinds of leaders we find at most of the 41 other companies where our members work, and together we are building with them a prosperous and secure future for all. Boeing’s welcome to join us in this quest, but so far, Chicago seems more interested in attacking us than working with us.

One more thing Chicago gets wrong is the gang’s insistence in painting us as the “greedy” Machinists – this even as our wages and benefits make up only about 5 percent of each airplane’s cost.

Last month, I was proud and very pleased to accept on behalf of our gold-level Presidential Service Award from the White House, honoring District 751 for its volunteer efforts in 2008. In a letter, President Obama told us that our volunteer service “demonstrates the kind of commitment to your community that moves America a step closer to its great promise.”

The White House also presented bronze-level individual awards to four of our members. This national recognition comes just a few months after the Salvation Army presented our District Lodge 751 with its prestigious “Others” Award. The combination of these honors recognizes the truth about Machinists, that far from being greedy, we are generous with our time and our dollars, Continued on page 5

**Union Offices:**

- 9123 15th Pl. S., Seattle; 206-763-1300
- 201 A St. SW, Auburn; 253-833-5900
- 233 Burnett N., Renton; 425-235-3777
- 8720 Airport Rd. #, Everett; 425-355-8821
- 4260 E. Mission, Spokane; 509-334-9900 or 1-800-763-1305
- Toll-free from: National Dues Office at 1-800-334-1381
- Tacoma 253-627-6822
- Hotline: 1-800-763-1310
- Web site: www.iapw.org
Machinists’ Skills Key to Tanker Win, Boeing Says

Continued from page 1

here in Everett, our great Machinists in Kansas and all our engineering specialists throughout the company.

Because of their skills, Boeing has ‘the only team that has invented, developed and delivered combat-ready (refueling) booms,’ she said. The Boeing tanker is “capable, survivable, combat-ready On Day One for our U.S. warfighter and our allies.”

In contrast, “what does the other team have?” asked Congressman Rick Larsen. “They’ve got an empty field in Alabama.” An airframe developed and paid for with illegal subsidies. An untested airframe “that’s going to be built in France.”

Every single one of our Machinists working on the 767 line has more experience than the entire EADS tanker team combined.” Also on stage: Treasurer Susan Palmer and Congressman Rick Larsen.

Because of their skills, Boeing has “the legacy, Mahmood said. “We have a new generation of senior Machinists,” he said. “Nobody needs to teach you guys – you know what to do.”

It’s time to quit talking about tankers and to start building them, said Congressman Jim McDermott. “We are going to win this fight,” he vowed. “We won it the first time. The second time we had the lowest bid. I’m still waiting for the Defense Department to get this right.”

Machinists have been hosting Boeing tanker rallies for most of the decade, Wroblewski said, but “I’ll do as many rallies as we need to land this tanker.”

Above: Congressman Jay Inslee declared, “We’re going to give Europe a red card and are not going to allow cheating in Europe to take away jobs in America.”

Left: Stewards, SPEEA members and concerned citizens turned out for the July 9 rally.

District 751 President Tom Wroblewski noted, “Every single one of our Machinists working on the 767 line has more experience than the entire EADS tanker team combined.” Also on stage: Treasurer Susan Palmer and Congressman Rick Larsen.

District 751 AERO MECHANIC VOTE IN PRIMARY ELECTION Tuesday, August 17!

751 RECOMMENDED CANDIDATES FOR AUGUST 17th PRIMARY

VOTE IN THE PRIMARY ELECTION Tuesday, August 17

FEDERAL RACES

U.S. Senate

✓ Patty Murray, D

U.S. Congress

✓ 1st Dist. – Jay Inslee, D
✓ 2nd Dist. – Rick Larsen, D
✓ 3rd Dist. – Denny Heck, D
✓ 4th Dist. – Jay Clough, D
✓ 6th Dist. – Norm Dicks, D
✓ 7th Dist. – Jim McDermott, D
✓ 8th Dist. – Suzan DelBene, D
✓ 9th Dist. – Adam Smith, D

STATE LEGISLATURE

1st District

✓ House 1: Derek Santorum, D
✓ House 2: Lai Mossos, D

2nd District

✓ House 1: Tom Carignan, R
✓ House 2: Tim O’Mally, D

3rd District

✓ House 1: Andy Billig, D
✓ House 2: Dan Hassior, D

5th District

✓ House 1: Jim Houser, D
✓ House 2: Dean Willard, D

6th District

✓ House 1: Chris Mann, D
✓ House 2: John Driscoll, D

11th District

✓ House 1: Joe Hudgins, D
✓ House 2: Bob Hasegawa, D

17th District

✓ House 1: Tim Probst, D

18th District

✓ House 1: Dennis KEMP, D
✓ House 2: Brian Blake, D

21st District

✓ House 1: Mary Aveh-Fejto, D
✓ House 2: Markku Liski, D

22nd District

✓ House 1: Chris Reykdal, D
✓ House 2: Sam Hunt, D

23rd District

✓ House 1: Sherry Appleton, D
✓ House 2: Christine Ruths, D

24th District

✓ House 1: Kevin Yource, D
✓ House 2: John Thompson, D

25th District

✓ House 1: John Thompson, D
✓ House 2: Shawn Model, D

26th District

✓ Senate: Derek Kilmer, D
✓ House 1: Summer Schoenike, D

29th District

✓ House 1: Tami Givens, D

29th District

✓ Senate: Steve Chopp, D
✓ House 1: Steve Kirby, D

30th District

✓ House 1: Mark Miles, D
✓ House 2: Carol Gregoire, D

32nd District

✓ Senate: Marlin Chace, D
✓ House 1: Cindy Ryu, R

33rd District

✓ Senate: Karen Keiser, D
✓ House 1: Tim Freeman, D

34th District

✓ House 1: David Cortes, D
✓ House 2: Olivia Munteanu, D

36th District

✓ Senate: Sharon Nelson, D
✓ House 1: Eileen Cody, D

37th District

✓ Senate: Joe Fitzgibbon, D
✓ House 2: Tim Pasma, D

38th District

✓ Senate: Jeanne Kohl-Welles, D
✓ House 1: Mary Lou Dickson, D

39th District

✓ Senate: Johnathan Duran, D
✓ House 1: Cindy Ryu, D

40th District

✓ House 1: Tom Parrins, D

42nd District

✓ House 1: Al Jernsen, D

43rd District

✓ Senator: Ed Murray, D
✓ House 2: Frank Chopp, D

44th District

✓ Senator: Lillian Kaidy, D
✓ House 1: Hans Dunshee, D

45th District

✓ Senator: Eric Oemig, D
✓ House 1: Roger Goodman, D

46th District

✓ Senator: Scott White, D
✓ House 1: David Force, D

47th District

✓ Senator: Claudia Kayaufman, D
✓ House 1: Scott Simpson, D

49th District

✓ House 1: Jim Moeller, D

STATE SUPREME COURT JUSTICE

✓ Pos. 1: Stan Rumbaugh, D

KING COUNTY COUNCIL, Pos. 8

✓ Joe McDermott, D

PIERCE COUNTY COUNCIL, Pos. 7

✓ Todd Iverson, D

PIERCE COUNTY AUDITOR

✓ Julie Anderson, D

SHOHNOMISH CO. PROSECUTOR

✓ Mark Roe, D

VOTE IN PRIMARY ELECTION Tuesday, August 17

Recommendations based on reviews of voting records and responses to questions on workers’ issues.

*Denotes Challenger. ▲ Denotes Open Seat. NP denotes non-partisan.

POLITICAL ACTION

Members remain enthusiastic and optimistic that they will be able to build the Air Force Refueling Tankers.

“The next rally we have here,” he predicted, “will be a victory rally for the American worker.”

Above: Congressman Jay Inslee declared, “We’re going to give Europe a red card and are not going to allow cheating in Europe to take away jobs in America.”
Recent accidents in Boeing factories around Puget Sound should point out the importance of wearing personal protective equipment to District 751 employees everywhere.

Here’s a list of some of the most common pieces of safety equipment and the work areas where they should be used. (Machinists who work at Boeing should remember that the company can require you to wear things like safety glasses and safety shoes inside many areas of the factory:

• Factory Environments – Safety glasses are essential in places with flying chips and dust, safety shoes are recommended for areas with sharp objects and the potential for chemical spills.

• Machining Operations – Use safety glasses for protection from chips, dust and flying fragments, use goggles and a cap when doing overhead work, use safety glasses and a face shield when grinding.

• Overhead Material Handling – To protect from falling objects, wear an American National Standards Institute-approved hardhat; safety glasses and safety shoes also are essential; and cut-resistant gloves are imperative if you’re handling sharp edges.

• Welding – Welders must use a welding helmet with tinted lens and safety glasses and leather clothing to protect against hot sparks or welding flash; welders helpers should at least wear safety glasses with tinted lenses; both should wear safety shoes.

• Extremely Cold Materials Handling – Use safety glasses and a face shield, plus loose-fitting leather or synthetic gloves; if there’s a chance of spills, wear an apron.

• Testing and Troubleshooting Live Electronics – Wear safety glasses, protective gloves and long-sleeve natural fabric shirts (like cotton or wool) to protect from shock or flash burn.

• High –Noise Areas – Each shop should have its own hearing conservation plan. Machinists at Boeing who use light energy, compressors or paint booths are advised to use earplugs, vibration-dampening gloves, earmuffs or a cap with safety glasses if you’re doing head work; use safety glasses and a cap when doing overhead work; use safety glasses with either a face shield or goggles (for overhead work), and leather gloves.

Workshops Can Help You Plan Financial Strategy for Your Retirement

IAM/Boeing Joint Programs

Learn Computer Skills in Dozens of Programs, including Microsoft Office 2003 and 2007, as well as Adobe CS4. You also get free access to hundreds of hours of online videos, which you can take with you anywhere! Learn to build a website, create a database, or become more efficient at the programs you use everyday.

IAM/Boeing Joint Programs regularly offers several workshops to assist members in planning for their golden years. The Personal Money Management workshop and Boeing Retirement Workshops are offered in Auburn, Everett, Tukwila and Renton.

The Boeing Retirement Workshop fills up fast as members want to know how the retirement process works, how pension benefits are calculated, different ways to collect VIP funds and information on retiree medical. The seminar is designed to give you the tools you need to make informed decisions about your retirement. To prepare for the workshop, review and print the seminar materials from the pension plans section for union-represented employees on the Boeing Benefits website (http://www.boeing.com/benefits). The Personal Money Management Seminar is for anyone who has other financial goals such as your child’s college education or a new home.

Check the schedule and register for the workshop that is most convenient.

E.R.T. Self-Paced and Instructor Led Labs and Courses

Learning, Training and Development have scheduled labs and courses to help members get through the Employee Requested Transfer (ERT) system.

Instructor led courses are shown in My Learning for Renton, South Park and Everett. These courses include:

• Trim & Sand Basic - Aug. 7, Renton
• Composite Hand Lay-up – Aug. 7, Renton
• Drilling for Quality Basic - Aug. 7, Everett
• Using Digital Multimeters - Aug. 14, Everett
• Introduction to Airplane Plumbing - Aug. 28, Everett
• Wire Bundle Basics - Aug. 21, Renton


Lab locations, days and hours are:

Auburn:
17-07 Bldg., Column J7
Monday & Friday, 10 a.m. to 5 p.m.

Everett:
40-5.1 Bldg., 3rd Floor Col. B13 Rm J
Monday through Friday, 10 a.m. to 5 p.m.
Every other Saturday, 10 a.m. to 5 p.m.
Third Shift support Tuesdays, 5 a.m.

Renton:
4-2.1 Bldg., 2nd Floor Col. A21, Rm 10
Monday through Friday, 10 a.m. to 5 p.m.
Every other Saturday, 10 a.m. to 5 p.m.
Third Shift support Tuesday & Friday, 5:30 a.m.

Frederickson:
24-50 Bldg, Thursday First & Third, 10 a.m. to 5 p.m.
Every Other Thursday
Member Helps Others as Angel in the Sky

by Rosanne Tomyn

“Whatever your dream might be, Boeing has programs to achieve that dream and if you’re lucky you might be able to turn that passion into helping others,” said 751-member Lynn Kanninen. It is a philosophy she believes in and regularly tells her co-workers about.

At the beginning of this year, Lynn became involved with an important charity called Angel Flight, which allows her to combine her passion for flying with her desire to help others. Angel Flight coordinates flights for children and adults whose lives have been forever changed by a serious illness. The organization relies heavily on volunteer pilots like Lynn who serve as “Angels in the cockpit” by donating freely their time and money to help change lives. There are 1,325 pilots in the Western organization of Angel Flight – 170 of whom live in Washington.

“I know there are other pilots in our membership and want to encourage them to get involved in Angel Flight,” said Lynn. “It is very rewarding, builds up your flight hours and is a good way to help others.”

For children and adults battling serious medical conditions, a long drive to receive needed treatments and surgeries is often inevitable. With some of the nation’s best doctors and facilities clustered in large cities, patients that live a long trip to get the best care.

Even after facing layoff from the Boeing Company, Lynn continued to dedicate herself to becoming a stronger skydiver who has completed 174 sky dives. By 2006 when she was rehired, Lynn returned to the hourly ranks in the rigorous Tool and Die Apprentice program. As a person who never backs down from a challenge, Lynn regularly pushes herself. She spent eight years as a tank mechanic in the army. She is also an avid skydiver who has completed 174 sky dives. She hired into Boeing as a Grade 4 riveter in 1989, transferred to the salaried payroll as a technician in a metallurgy lab and then returned to the hourly ranks in the rigorous Tool and Die Apprenticeship program.

Always intrigued by the idea of becoming a pilot, Lynn started working toward earning her pilot’s license nearly 10 years ago. Just prior to her successful completion of the IAM/Boeing Apprenticeship Program as a tool and die maker, Lynn took her first flying lesson in the summer of 2002. By January of 2003, she had her pilot’s license.

Even after facing layoffs from the Boeing Company, Lynn continued to dedicate herself to becoming a stronger pilot. Though it is costly, she kept up with her flight training and gained her instrument rating while on layoff.

By 2006 when she was rehired, Lynn was well on her way to getting her commercial pilot’s license. She utilized QTP benefits to get some flight instruction and now, five years later, all of her flight training has paid off. And it’s benefited more than just Lynn – it’s benefiting the community as well.

On June 23, 2010, Lynn flew her first patient from Renton to Aurora, Oregon. The patient, battling pancreatic cancer, has to go in for treatment every week at the Seattle Cancer Care Alliance. She lives in Aurora and relies on the kindness of pilots like Lynn, who was able to fly her both ways for treatment so she could make it home without the stress of driving for hours.

Pilots for Angel Flight fly more than just patients, too. “I think, many fly needed tissues, family members of the critically ill, and even entire families as they prepare for a child’s surgery. And there are some fun missions, too. Lynn explained, “There’s also a summer camp for children who are burn victims. Angel Flight flies the kids to the camp. Nobody’s sick; they’re just going there to have fun.”

The organization also gathers a bunch of pilots each year in Aurora, Oregon for a day of free flights for needy children and their families. “It’s an annual thing. You just take the kids up and fly them around for about a half an hour; maybe even let them manipulate the controls and stuff up there.”

So far, Lynn has flown five missions for the charity – three in June alone. Prior to taking the patient on June 23, Lynn transported important blood donations from Chehalis, Port Townsend, Elma, and Woodland for the Puget Sound Blood Center. On July 28, Lynn flew another patient to Friday Harbor for the Puget Sound Blood Center. Because the flights are typically during the week, Lynn must use her vacation to cover her time away from work.

And she’s donating more than just her experience as a pilot. Lynn explained that flying these missions can cost quite a bit as well. “You provide yourself, the aircraft, and your time. I don’t own a plane, so I rent one.” And the cost of both renting a plane and fueling it adds up. “I’ve done three missions this month,” Lynn explained. She’ll be flying another patient soon. “It’s worth it, I’ll be going again.”

Dedicated to paying it forward by donating her time to the community, Lynn is the personification of the union spirit. She explained, “Company and Union benefits have enabled me to be where I am right now. They’ve enabled me to achieve my dream of flying and that enabled me to help others.”

As she continues her service as an “Angel in the cockpit,” we’re certain Lynn will make an indelible impact in the lives of many patients.

Officers and Delegates Accept the Oath of Office

Below: District President Tom Wrobleski (r) administers the oath of office to Local C Council Alternates Thong Trang, Rick McKinney and Joe Smith at a recent District Council meeting in Seattle.

Above: L to R: Health and Benefits Rep Garth Luark administers the oath of office to Local F President D’Wayne Johnson, Vice President Robley Evans, Local F Audit Committee (J)J”J” Gonzalez, and Local F Educator Greg Campos.
A packed field of 160 golfers turned out for the 19th annual Guide Dogs of America Golf Tournament at Kayak Point Golf Course near Stanwood, and raised more than $12,000 for the charity.

The best-ball tournament winners were the foursome of Jim Roberts, David Borer, Bob Stockcamp and Jeff Adams, who shot a 12-under-par. Their names are being engraved on the tournament’s revolving trophy, which will be on display at the District 751 union hall of their choice until next year’s tournament.

The tournament is sponsored each year by District Lodge 751, and the organizers thanked everyone who participated in the June 26 tournament, including the players, volunteers and sponsors, and the staff at Kayak Point.

“It’s been a popular event for almost two decades, and it was great to keep this wonderful tradition going,” said Jon Holden, an Everett Business Rep who was the tournament’s co-chairman.

“We appreciated all the people who came out from all over Puget Sound to support Guide Dogs of America,” added Richard Jackson, another Everett Business Rep and the other co-chairman. “It was great to see so many new faces.”

Rich Smisek hits a long drive.

Solomon Kidane sends one flying.

Jeff Tutton tees off.

Curly Juneau lines up his shot as Spencer Smith, Kevin Smith and Allen Neph observe.

The winning team consisted of L to R: Jeff Adams, David Borer, Jim Roberts and Robert Stockcamp.

Hitting the Streets for Guide Dogs

District 751’s Women’s Committee proudly presented $10,033 to Guide Dogs of America as proceeds from the 2010 Flight for Sight Fun Run. L to R: Sec-Treasurer Susan Palmer, Cindy Ha, Gloria Millsaps, Heather Banstow, Kenny Ellison, Terri Myette, Jackie Boschok, Tina Wilson, Grace Holland and District 751 President Tom Wroblewski.

The 7th Annual Local E Shoes for Puppies Horseshoe Tournament will be held at 2 p.m. on August 14 at the South Seattle Saddle Club, 22740 SE 228th St. in Maple Valley. Proceeds to benefit Guide Dogs of America.

Entry fee is $50, and entry forms are available at all 751 Union halls around Puget Sound.

The tournament is part of a full weekend of family festivities, which will include a Saturday evening barbecue, a wide range of activities for children (including a bouncing house), a rock band for dancing and free camping at the Saddle Club for all participants.

Various raffles will be held throughout the day.

Upcoming Fundraisers

District 751’s A Steel & Wheel Super Show to benefit Guide Dogs of America. The Show will take place Saturday, August 14 from 10 am to 3 pm at the Everett Union Hall (8729 Airport Road, Everett, WA).

Join us for fun, food and music while you browse these incredible cars and bikes. Raffle tickets for great prizes! Entry fee $20 per vehicle pre-registration; $25 day of event. Check-in limit 8 am-9:30 am. For more info call 1-800-763-1301, ext. 3212.

Hitting the Streets for Guide Dogs

The annual Pacific Raceways fundraising event for Guide Dogs of America will be Aug. 20-22 at the drag strip near Kent.

Tickets for the event are $5, with all proceeds going to Guide Dogs. Tickets are on sale at all District 751 union halls around Puget Sound.

However, on Aug. 21, there will be a $10 surcharge for everyone 15 and older. That day is part of Pacific Raceway’s 50th anniversary celebration, and the racetrack is planning a special day of events, including an extra 32-car funny car competition, and evening racing with pro-modified and alcohol-fueled dragsters, leading up to a fireworks show at night.

Last year’s event raised more than $13,000 for Guide Dogs of America.
Ramp Gives New Independence

A 17-year-old Marysville-Pilchuck High School senior-to-be has more independence in her life, thanks to a team of Machinists Union volunteers who built a new wheelchair ramp at her family’s home.

Eight volunteers from Machinists District Lodge 751 – including two children – spent a sunny Saturday afternoon recently working on the project at the home of Richard Blake in Marysville.

“I really appreciate all they did for us, helping us out,” Blake said. “They got her together and got her done.”

Blake is the father of twin daughters, and is a Machinist himself, working at Boeing’s Everett plant on the 777 line.

Both his daughters were premature babies who have dealt with a range of health problems, he said, and one daughter, Christina, has been in a wheelchair most of her life.

Still, she attends school, and this year, the faculty, staff and students at Marysville-Pilchuck High School put on a couple of fundraisers to help the Blakes buy an electric wheelchair for her, which greatly increased her mobility and independence.

The problem was that steps leading up to the front door of their house prevented Christina from bringing the chair home.

“It was a step-and-a-half to get up there,” Richard Blake said. “We’ve been leaving it at the school because we couldn’t get it in the house.”

With the school year coming to its end, the Blakes were faced with the prospect of leaving Christina’s chair at school for the summer, unless they could get a wheelchair ramp built.

That’s where the union’s MVPs came in. In this case, it was a union member and his daughter who needed a wheelchair ramp, said Tina Wilson, an IAM/Boeing Joint Programs Coordinator who brought the Blakes’ situation to the attention of our volunteer program.

“We wanted her to have independence. That’s what we’re about, that’s what our heart is about, helping each other.”

MVP Volunteers spent about six hours on June 19 putting the ramp together, and at the end of it, Christina Blake was able to drive herself in her chair in the door. Her next goal, her father says, is learning how to navigate Community Transit’s buses on her own.

The wheelchair ramp was a big step toward her daughter’s independence,

Serving Up Meals at the Mission

Every month 751 members volunteer several weekends to prepare and serve meals at both the Tacoma Rescue Mission and the Everett Gospel Mission.

751 volunteers have become a fixture at these area programs – with several members regularly volunteering at the sites. If you would like to volunteer or find out more information on volunteer activities, email kays@iam751.org or call 1-800-763-1301, ext. 3335.

Displaying their Presidential Service Awards from President Obama (L to R): District President Tom Wrobieski, Rob Curran, Chris Louie, Vennie Murphy, and George Braun. District 751 earned the gold-level award for logging in more than 3,720 volunteer hours in 2009. Curran, Louie, Murphy and Braun each gave more than 100 hours of community service in 2009.

Continued from page 1


“This year is our 75th anniversary and our theme is ‘Building a Better Community,’” said District 751 President Tom Wrobieski. “Through the work of our Machinists Volunteer Program and with Guide Dogs of America, we are building better communities all around Washington state, and we’re making our little part of America a better place.”

Solid Support for ECF

The Machinists Union has long supported the Employees Community Fund and recently participated in ECF events. L to R: Grace Holm, Suzanne Moreau, 751 Sec-Treasurer Susan Palmer and Business Rep Ray Baumgardner take part in the ECF parade through the Everett plant.

Presidential Honors for District 751’s Community Service Efforts
This month’s retiree feature is Edmond Laville. Born in Washington in 1924, Ed grew up in the Newcastle area. At the age of 19, he was drafted to the army. He served in multiple battles in the Pacific in the Admiralty Islands as a part of a unit aptly nicknamed “MacArthur’s Boys.” He commented that spitting hot and malaria that would attack his system for years still. He kept his focus and continued to serve. His account of the war in the Pacific, as well as his history at the Boeing Company that started after the War, provides key insight into his generation – one whose perseverance and dedication to comrades and country has yet to be matched.

Did you grow up in Washington?

Hazelwood. It’s a Newcastle now.

Were you working before you were drafted?

I was working at Lake Washington Shipyards. I was only 19 and wanted to get into the service because when I was growing up, I wasn’t an easy life. Had you already graduated high school?

No. I was in the barracks one day, there was 60 of us. Here come an officer and they all say ‘you guys are now in the cavalry.’

Do you have a say as to where you would serve for the War?

We ended up in a training camp not too far from Fort Riley where all the big shots were. My first job was being a fireman. I would jump on that beach about 150 yards and I dropped. I thought I got shot. Anyway, I laid there and next thing you know I got up. I must have had a trick leg because I was so scared I think I just dropped right down.

Anchorage, you know, is a pretty ripe place to be. I was in the coal mines.

I was the butcher. And when I went on strike during those years?

I was the master of none. If somebody wanted somethin’ done, like a piece of wood, I could do it. They didn’t want no other job than that. And I had that in my own shop and in the daytime I was at the shop.

Did you enjoy your work?

Edmond Laville worked 26 years at Boeing before retiring and was never laid off.

Were you married when you went into the service?

No. I was about 23 or 24 when I got out of the army. Then when I was discharged, I met my life partner, a friend again through a friend of mine that was related to their family. I went to visit this beautiful lady up against the wall in this beautiful yellow dresses. Pow! Just like that. We were married over 52 years. But my wife she died about a year and a half ago. I went through hell. I’ll never forget her, that’s for sure.

What made you apply at Boeing?

I was kind of a smart little bugger, in a way. Anything that Boeing had I could do. When I entered Boeing, they put me in experimental.

What was your first job at Boeing?

Running a DoAll saw. Nobody knew how to run a DoAll. Anything you’re cutting, you have to be able to fly hard or soft and this and that and people running the DoAll didn’t know that. You can cut anything if you know the speed and how to use the right tool. And that’s how I attacked all of this.

Did you work in the same job for a long time?

Next thing I knew, I was on a mill. Boeing, you name it, I could pour a bunch of liquid and junk all over the stuff. And that’s where I got malaria – I didn’t get malaria out in the jungle.

How long did you work in the hospital while suffering outbreaks?

I had jungle rot. When I was sent to a field hospital. I’d end up at two different hospitals and I can’t remember how long I stayed in the tropics. And the next thing I knew I was in a general of the hospitals still hav- ing malaria about four weeks.

After I got out of the hospital. The War was still going on, but we had all the German prisoners there in Califor- nia. They all spoke English, mostly. What did you do after the War?

I was a jack of all trades and a master of none. If somebody needed somethin’ done, like a piece of wood, I could do it. I was a master of none.

What happened on the first day?

I was the master of none. If somebody wanted somethin’ done, like a piece of wood, I could do it. I was a jack of all trades and a master of none. If somebody needed somethin’ done, like a piece of wood, I could do it. I was the master of none.

Did any of your family work at Boeing?

My youngest brother worked for Boeing. I had two brothers working for Boeing before I went in and they all had over 40 years at Boeing. I entered in experimental in the little red barn. And my brother was in another shop too. Anyway, then I had a daughter that worked at Boeing and a son that worked at Boeing.

Did you join the Union as soon as you started working at Boeing?

Yeah, you joined the Union. People don’t like scabs, and they let us put that way. You had a lot of different things if you joined the Union.

What do you remember about going on strike?

When there was a strike, I just went along the lines just like everybody else. I worked in the bakery and one day we were served the dinners, once a week we used to go down there to have a meal and stuff like that.

What was your first job?

I was a fireman. It was a funny story. I was only 12 years old and I was delivering the Star newspaper in Hazelwood. With my first paycheck I went down to Western Auto Supply and bought a Western Flyer bike with two baskets in the back to hold my papers. When I entered Boeing the first day I went and see’s here’s Austin, the big shot. I walked in there and he said, ‘Ed’ he said ‘I sold you your first bicycle’ for I think ‘10 and ‘you’ve got the bills right up.’ That was my first day.

What was the biggest difference at Boeing the time you got hired and when you retired?

When I retired out of Boeing, every- thing was run automatically with com- puters now. They were in with them darn things anymore. And once a year, we used to go to Christmas parties and I’d meet some of my appren- tices there. They were Foremen and they were running four or five big machines in a little office.

Did any of your family work at Boeing? You know, right now there’s only young people. No old people anymore. Everything is run with computers and this and that. So, the older generation more or less slid out. And the younger generation is moving in. Which is, I don’t know if it’s good, we’ll find out.

What would you decide to retire?

When I retired, I retired two years younger. We took vacations here and there to the cruise ships and cruises here and there, you know.

How long did you work at Boeing?

I worked there 26 years without a layoff.

What would be the best advice you could give a younger person today?

Pay your bills! On time. No credit cards. I own a credit card but I never use it. If I want some money, I just go over the bank. Never use a credit card! I pay cash for everything. If I can’t afford it, it’s not in the bank. And in the end I was at the shop or the fire brigade or something.

What was your favorite experience at Boeing?

I can’t remember having a favorite experience at Boeing. I was a master of none. If somebody needed somethin’ done, like a piece of wood, I could do it. I was a jack of all trades and a master of none. If somebody needed somethin’ done, like a piece of wood, I could do it. I was the master of none.

Did you enjoy your work?

Yeah, I had a nickname there at Boeing. I was the butcher. And when anyone wanted something done, they’d be it at the butcher. And my boy, he’d always bring his stuff to me. So I’d take care of it. Whatever it took. I worked swing shift for most the time, so in the daytime I was doing stuff and I was the butcher. And my boy, he’d always bring his stuff to me. So I’d take care of it. Whatever it took. I worked swing shift for most the time, so in the daytime I was doing stuff and I was the butcher. And my boy, he’d always bring his stuff to me. So I’d take care of it. Whatever it took.

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Did you work in the same job for a long time?

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How long did you work in the hospital while suffering outbreaks?

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July Retired Club Minutes

by Ruth Render, Retired Club Secretary

The meeting was called to order by President T.J. Seibert. The Lord’s Prayer was said followed by the flag salute and the singing of “God Bless America” led by Ruth Render and Betty Ness.

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

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

Financial Report: Treasurer Betty Ness read the report, which was M/S/P to accept. Mike Keller announced that the Audit Committee reviewed the financial records for January through June. Everything was found to be in order.

Health & Welfare: Helen Pompeo read a report. A moment of silence was observed for the following deceased members: David Best, Jonny Hosner, Michael S. Johnson, Vicki Kriss, Dwayne Kover, Mike Keller, Harold L. Smith.

Legislative Report: Carl Schwartz read a resolution to be sent to the newly formed group Social Security Works for Washington in support of continuing the current funding tax system for Social Security. It was M/S/P to support the resolution. Carl also spoke about the South Park Bridge closure and the upcoming primary election. He stated recommended actions would be listed in the August issue of the Aero Mechanic. Be sure to vote August 17. Carl also mentioned Initiative 1098 which will be on the general ballot. If passed it would change the tax structure in Washington State. He strongly supports the initiative.

Birthdays & Anniversaries: Ruth Render read the birthdays for July: Calvin Doss (79), Chalmers Elliott (99), and Rose Motola (83) who had her husband, Isaac Motola stand with her in the photo. Chalmers turned 99 the day before the club meeting and still lives in his own home, keeps up his house, including mowing the lawn.

Blocker Retires After Years Helping Others

Long-time vocational rehabilitation counselor Peggy Blocker retired from IAM-Boeing Joint Programs in July, after 14 years of helping injured District 751 members get back to work.

“I learned a lot about Joint Programs, District 751 and Boeing itself, all the programs and all the positive things that they do,” she said at her retirement party, where she was presented a gold watch and a retiree’s pink visor by District 751 Secretary-Treasurer Susan Palmer.

“We thank you for your professional and thoughtful support of our members over the years, and a job well done,” Palmer said.

Blocker praised her former IAM Crest co-workers, saying that they “work very hard and very diligently to support the members.”

Blocker joined Joint Programs in 1996 as a vocational rehabilitation counselor in Auburn. She moved into an administrative post in 1999, where she worked until this past year, when she moved back to Plant II to work directly with clients.

“Working with people and doing hands-on work, it’s what we’re all about,” Blocker said. “It was great to get an opportunity to do that again. Blocker, who lives in Puylup, says she plans to spend time with her family and travel with her husband, Bruce, while also looking for community service opportunities in and around their home near Puylup.

Meeting Dates

• 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.

Celebrating birthdays in July at the Retired Club meeting were L to R: Calvin Doss (79), Chalmers Elliott (99), and Rose Motola (83) who had her husband, Isaac Motola stand with her in the photo. Chalmers turned 99 the day before the club meeting and still lives in his own home, keeps up his house, including mowing the lawn.

Save the Date - Retiree Picnic

August 16th

• Save the date – Annual Retired Club Picnic, Monday, August 16th at Woodland Park, Stove 6. All retirees and their guests are invited. Bring a salad, side dish or dessert to share. Chicken and soda will be provided. Begins at 11 a.m., lunch at noon.

District Secretary-Treasurer Susan Palmer (l) presented Peggy Blocker (r) with a gold IAM watch at her retirement from Joint Programs. Blocker spent 14 years helping injured 751 members get back to work. Also pictured, her husband Bruce.

Union Retirees:

Congratulations to the following members who retired from the Union:

Joseph F Ambrose
William D Baum
David M Brooling
Fred C Bruce
Bradley J Cain
Benjamin L Carey
Francis P Clements
Elizabeth E Conley
Pedro N Cordoba
Robert L DeForest
Cheryl A Duryee
James P Durgin
Steven M Ferguson
Thomas M Foley
Christine S Gannon
Wallace F Green
Forest Haley
Ronald D Hilton
Mark P Bykanoff
Tony R Johnson
Martin J Johnson Sr
Renee M Kellett
Roland H Krona Jr
Ha S Lee
James W Leonard
Roger H Lewis
John E Ladd
Joseph P Longworth

Ann M Lunti
Forest C Luthy
Kenneth R Magruder
John P McCabe
Jerry G Murray
Nga T Nguyen
Kandi L Nielson
Kenneth E Oen
Maria Porter
John L Potts
Kenneth B Quint
Deen T Reeder
Clark M Rieck
Eli M Samac
Davis L Scott
Carlin K Schroeder
Robert D Schwinler
Vera B Secret
Gordon A Shafik
Deborah L Spadoni
Willie J Spears
Dennis A Sclair
Rosemary L Tonsley
Kenny K Toyoiyo
Donald L Turner
Ronald A Wiecek
Eliner F Wirta Jr
Rocky W Yunge
 segunda clase a motorhome. 787 horizontal stabilizer. 751 members also had employees watch as he installed the first fix on the 787 horizontal stabilizer. 751-member David Effner (l) talks with Steward Maddalena.

One thing is certain, the skills and experience is needed to make any part on that machine. Basically, it was an all IAM effort for re-shimming that included our AOG and flightline mechanics as well.

Credit also goes to members in the 787 shop for their skills and expertise in correcting the situation. Maddalena continues to work closely with other 751 members in tooling, the shop, and the 5-axis machine operators to fabricate and install the fix.

The 787 program was designed to have quality inspections done at the supplier level. Our members are supposed to be confined to simply visual assessment on the 787 – looking for obvious defects, FOD or damage.

We are not supposed to scrutinize suppliers’ build process,” stated Business Rep Brett Coty, who represents members on the 787 line. “Fortunately, our members have lots of experience, know what to look for and have been able to detect and correct these problems before they are delivered to the customer – proving their value every day.”

“One of our advantages is the close working relationship we have with engineering. We can grab the engineers and talk though an issue for as long as we need. I don’t believe the suppliers have that kind of relationship,” said 751-member Scott Fleenor, who has worked on the 787 for more than 3 years. “We all came to work at Boeing to build to airframes – no matter what the subassembly is. It is frustrating that on this plane we still cannot do that and are continually fixing issues from suppliers rather than delivering airplanes.”

751 member David Effner was one of the mechanics who installed the initial horizontal stabilizer fix. “The supervisor told us there will be couple of guys here to see what you do, but there were five or six guys shadowing us for almost five or six guys shadowing us for almost two full days,” said Effner. “It was uncomfortable having Plane Tech watching my work to see how we did it and what tools we use. It is a very gray area.”

Stewart Joel Hedland keeps a close watch to ensure the supplier is limited to their “warranty” or repair work. “When Plane Tech had to ask what tools to use, it sent up a red flag to make sure they are not taking off parts that we have installed,” said Hedland. “We will monitor the situation closely to protect our work on this airplane. I communicate with other Stewards to let them know what job numbers our members need to do prior to the Plane Tech rework.”

One thing is certain, the skills and expertise of our members bring to the table prove their value every day – especially on the 787 line. Like Boeing Commercial CEO Jim Albaugh recently told the media our members are “magicians” so he should let us work our magic on the plane. Each day our members earn the right to build airplanes in Puget Sound by meeting the Company’s challenges, and it will be our members who ensure customers receive a top quality airplane for years to come.
Preparations at Pexco for Upcoming Contract

Continued from page 1

subcommittee through forms on the bulletin boards.

Members will vote to select the in-plant subcommittee on Tuesday, August 10 following the end of their regular membership meeting at the Union Hall (Carpenters Hall, 507 S. Third St, Yakima).

“Holding the barbecue across the street, got more people involved, gave an opportunity to provide input and get questions answered. More participation makes us stronger going into negotia-
tions,” stated Steward Wayne Griffith. “I believe health insurance and pensions will be a top issue in the contract since they keep raising rates and many of us want to see cost controls because we use our insurance.”

“Community barbecue was a good way to get everyone together and to start thinking about the contract,” added member Mike Briceno, who has worked at the facility for the past three years. “Personally, I hope in the next contract we clarify more of the language to spell out our rights on issues such as overtime. That is one issue that comes to mind as needing stronger, clearer language.”

Members enjoyed the chance to talk about the contract and meet with Union leaders.

Members were bolstered with renewed Union pride after member Larry Altus returned to work from an unjust termination. The swift Union response on the issue helped members realize the value of Union membership. Credit goes to Union Stewards Dave Bailey, Jack Clinton, Wayne Griffith and Sam Jensen, who put together the facts and documenta-
tion on the case.

“Stewards are the foundation of the Union and that is certainly true in this instance,” said Staff Assistant Ken Howard. “The Stewards’ presentation of the facts, which pointed out inconsistenc-
ies, convinced management to do the right thing and reverse the decision.”

“There isn’t a better time or place for the Union than right now. The Union is stronger going into negotia-
tions decisions of management if you feel something is not right,” Altus added.

“I believe in the upcoming negotiations we will look for security and stronger contract language to clarify some vague language and pull in the reins so management has less discretion.”

Solidarity barbecues give members a chance to talk to Union leaders about their upcoming contract.

In formal negotiations, at Central Pre-Mix, the Union side of the table (right side) consisted of Steward Casey Streeter, Business Rep Steve Warren, and Staff Assistant Ken Howard.

Members at Central Pre-Mix Approve a New Agreement

Members at Central Pre-Mix Concrete in Spokane and Pasco ratified a new three-year agreement on July 1. The contract, which was unanimously rati-
fied, represents nine members who are charg-
ed with keeping the heavy equipment for the company in top running condition.

The new agreement secured wages and benefits for those employ-
ees for the next three years. These members are experts in their field — bringing either years of work experience or completing apprentice-
ships to offer journeyman level service.

Training Center Director Chris Wagner (2nd from left) accepts the Triumph Composites display to be showcased at the William W. Winpisinger Training Center from Council Delegate Gary Swartz (far left). District 751 President Tom Wrobleski (2nd from right) and Business Rep Steve Warren.

Triumph Composites on Display

Local 86 Union members in Spo-
kane put together an impressive dis-
play of the various products our mem-
ers produce at Triumph Composites to be displayed at the William W. Winpisinger Training Center in Placid Harbor, Maryland.

The display plaque reads: “Triumph de-
signs composite parts for aircraft interiors including flooring sys-
tems, ducting, glare-shields, drip-shields, side-wall rails, aisle stands, and mix bay mani-
folds utilizing a variety of manufacturing processes in-
cluding rotational molding, Ultem post-
forming and reinforced thermoplastic laminate pressing (RTP). Triumph also fabricates Pickle Ball paddles from ex-
cess materials used in airplane floor panels.”

Stewards join Staff Assistant Ken Howard in welcoming Larry Altus back at Pexco. L to R: Sam Jensen, Wayne Griffith, Ken Howard, Larry Altus, Dave Bailey, and Jack Clinton.

Above L to R: Mike Brunner, Casey Streeter and Edgar Thompson count the ballots from the contract vote on July 1.

Photo left: IAM members keep the heavy equipment in top running condition at Central Pre-Mix Concrete.