Celebrating as 787 Soars in First Flight

The first flight of the first Boeing 787 on Dec. 15 was a cause for celebration, District 751 members said.

Thousands of members lined the Paine Field runway to watch the first flight in person while thousands more watched on TV or over the Internet as the world’s first composite airliner rotated back and climbed into the mid-winter gray sky.

“I could see it just as the nose came up and the wings started to bend,” said Dan Stieben, a Steward on the 787 line who watched at Paine Field. “It gave me such a rush, the hairs stood up on the back of my neck. I was shaking, nervous, waiting in anticipation.”

Randal Fleehart had been at the first flights of the 767 and 777, but said this was the most memorable one, “just because there have been so many delays and frustrations.”

“It didn’t use a lot of runway, and it was pretty quiet,” Fleehart said. “It was something we had been waiting for a long time.”

All in all, it was a great moment for a factory – and a Company – that has struggled with years of disappointments, delays and doubts, said member Gizehm Moore, who watched on TV with her Everett colleagues as the plane touched down in the rain at Boeing Field.

“Everything’s been negative,” Moore explained. “Now, it’s just that everybody’s proud.”

Members talked about the years of hard work they’d put into getting the first plane flying. One member said they were excited to be a part of this historic event. Inset above L to R: Mike Fox, Bill Bush, Daovone Vannaxay, Randal Fleehart, Becky Carlyle.

Thousands of Everett members crowded the flight line eager to witness the 787’s first flight, which marks the beginning of a “new generation” of planes built with lightweight composites. 787 workers were excited to be a part of this historic event. Inset above L to R: Mike Fox, Bill Bush, Daovone Vannaxay, Randal Fleehart, Becky Carlyle.

Contract Ratified at GKN

Twelve members at the GKN Chemtronics plant in Kent overwhelmingly ratified a new two-year contract on December 10 by 94 percent. While the new contract is effective January 11, 2010, members are already enjoying the benefits of the new agreement. Members decided to ratify a $2,000 ratification bonus on December 18. Union members appreciated the new contract that featured many improvements and absolutely no takeaways. Despite the good contract, members are still hoping there will be new life for the Kent facility, which Boeing sold to GKN in early 2002. Currently, 100 percent of their work is tied to the F-22, which is scheduled to come to an end late next year.

With the potential plant closure, the Union entered bargaining for a new contract focused on obtaining a safety net to help members transition if the plant should close. The contract also had to provide enough incentives for members to stay working at GKN so the Company could fulfill the F-22 contract.

“The contract was fair. It was all pluses and improvements for members to stay working at GKN so the Company could fulfill the F-22 contract.”

L to R: Gary Haliburton, Peter Guerrero.

District 751 Members are working on the 787, which is the first composite airplane manufactured by Boeing. The 787 is more fuel-efficient and produces less emissions than the 767. The 787 is also designed to be more comfortable for passengers, as the airplane is pressurized at a higher altitude than previous models.

The 787 is Boeing’s first wide-body airplane designed to meet the needs of the world’s fast-growing airline markets. The airplane is more fuel-efficient, has lower operating costs, and provides a more comfortable flight experience for passengers.

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by Tom Wrobleski, District President

It flew. At long last, the first 787 has climbed into the gray winter sky above Paine Field, proving to the world once again the value of having skilled and dedicated professionals like you.

Throughout the days, I always knew one thing: if there was anyone on earth who could take all those pieces of plastic, titanium, chips, wood and steel from all over the world and build them into a 21st century airplane, it was you, the members of District 751, who just proved again you’re truly first in aerospace.

In Everett we still remember “The Incredibles” and how 40 years ago they built the first 747s and the first 747 factory almost simultaneously; the way our members and our SPEEA brothers and sisters slept in their cars as the dead-end job was to deliver on their promises.

It is a glorious heritage, and one we should all be proud of.

So many things were different with the 787. This time, amid executives in Chicago were afraid to risk the company’s money, so they devised the outsourcing plan that has gone so horribly awry. They gave away work to contractors that could have – should have – been done more efficiently by you. And here at the end – even as you were working 12-hour days, seven days a week to make their Dreamliner a reality, executives branded you unreliable and turned their back on Everett Sound, and our decades of shared success.

But even with all these delays and disappointments, what you achieved is nothing short of outstanding. You have solved the problems created by outsourcing. You have invented new processes and adapted time-honored techniques to the new realities of the 21st century. You’ve installed parts, then gone back to remove, rework and re-install them – again and again. You’re the fixers, the re-workers and the problem solvers, and I’m proud to have all of you as my brothers and sisters.

So congratulations to every single District 751 member who had a part in the 787 program, from the fin fabricators in Frederickson to the enormous part machinists in Auburn, from the test mechanics in Seattle’s Developmental Center to everyone in Everett who’s played a part, from the test to the flight line to facilities workers who keep the lights on, and especially the final assembly mechanics.

What you have achieved in the face of adversity is just as incredible as the accomplishments of our Union forebearers, and when the 100th anniversary of District 751 is celebrated, a quarter-century from now, your stories will be among the ones to be told to inspire the next generation of aerospace manufacturing heroes.

So congratulations to every single District 751 member who had a part in the 787 program, from Everett to Paine Field, prov- ing the world once again that the 787 is you, the members of District 751, who made it happen.

But most of all, I’d like to thank all of you, the 25,000-plus members of District 751, for the work you do every day, and for all the work that you’ll do in the year to come.

Every year, it seems we look forward to the New Year with hopes that things will be better than the last. We already know we’ll face challenges in 2010 with what the tanker, and the 787 surge line and all the other issues we face.

But with the same my sincerity with which we act together, in solidarity, we will overcome these challenges, and truly make 2010 a happy and prosperous new year, for ourselves, our families, our communities and our employers.

So enjoy your Union won winter break.

Wishing you and yours all the best.

Tom Wrobleski
President, Directing Business Representative

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

Susan Palmer
Secretary-Treasurer

James Coats
Sergeant-at-Arms

Tommy Wilson
Heather Barstow
Don Morris
Ray Baumgardner
Richard Jackson
Mark B. Johnson
Jon Holden
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Seattle Flight Services Fight to Protect Pilots and Save Jobs

by Mark O’Connell, Seattle FSS, IAM Union Steward

The Flight Service Specialists of Lockheed Martin organized last spring with the support of IAM councils and members of their "hub" facilities and 10 sites across the nation. Seattle Flight Service at Boeing Field currently employs 11 members.

Flight Service Specialists provide critical safety pre-flight and in-flight services to small commercial, military, and general aviation pilots. Services include filing flight plans, providing weather and safety notice information, and initiating search and rescue when necessary. Additionally, specialists provide live weather information via radio to airborne pilots. Flight Service Sta-
tions (FSS) are the entryway and safety guardian of the nation’s air traffic control system.

On November 18, 2009, Lockheed Martin announced the closure of seven non-defense contract facilities, including Seattle, and the elimination of 150 specialists, about 18 percent of the total workforce. Closures are effective February 1, 2010.

With the help of District 751’s Legisla-
tive Department, members of Seattle FSS are fighting to stay open to provide critical services to keep pilots in the Northwest safe. Members met with Congressman Jim McDermott in September about the possi-

bility of closure and to raise concerns about safety issues under Lockheed Martin’s management. Since the announcement of the closure, 751 Political Director Larry Brown has intensified efforts in both the Senate and House of Representatives to request a Congressional hearing about these actions and the Federal Aviation Administration’s (FAA) tepid response to the announcement.

We need your help to let Congress know that Seattle Flight Service must stay open to protect our pilots and avia-
tion safety. Cards are available to send to Washington’s two Senators, Maria Cantwell and Patty Murray, and your local U.S. Representative. See your Union Steward and complete the cards at your earliest convenience — only your name and address are needed, and the Union will pay the postage. Another option is to visit www.goforiam.org and on the right side under IAM Activist Cen-
ter, click on the link “Tell Congress to Stop AFSS Downsizing.” Your voice will help protect this vital service and the jobs of many IAM members.

The FAA ran this function of air traffic control until 2005, when it privatized FSS in a $2.1 billion, 10-year contract awarded to Lockheed Martin. This is the largest non-defense contract ever awarded by the government. In 2005, FSS had 58 facilities and 1650 specialists. In the four years of its contract, Lockheed Martin closed 45 sites and laid off or offered early retirement to hundreds of specialists. Because it is a fixed-cost contract, Lockheed Martin has an inherent incentive to reduce workforce to the straining point in order to maximize profit. Now, seven additional closures are proposed, which includes Seattle.

Safety has suffered. Numbers of total services have dropped, but operational errors have quadrupled under Lockheed Martin’s watch. The increase is a result of specialist unfamiliarity with local are-
eas due to closures and consolidation. Ray Jaggers is a specialist who has briefed in Seattle for almost 25 years. If the closure occurs, more than 200 years of accumulated knowledge like his will sim-
ply disappear from the aviation com-
munity. In addition to the safety of Washing-
ton pilots that he has protected for a quarter of a century, Jaggers worries about spe-
cialists being laidoff in this economy. “It doesn’t make sense that the President and Congress are killing the LEDs and looking for ways to put people back to work,” he noted, “while their largest con-
tract goes to Boeing Field.”
Pilots are worried about the effects of Seattle’s closing. “It’s going to make life miserable for pilots,” says Brian Heil, first officer for a small commercial re-
gional airline. “We fly to a lot of small airports in the Northwest and rely on Flight Service for first-hand knowledge of weather and locations. Someone in Arizona is not familiar with us and won’t understand.”

Jun Owenby, safety officer for a re-
gional airline, worries about pilots at-
tempts to brief themselves on the Internet. “Briefers’ expertise and expe-
rience cannot be substituted for down-
loaded weather from the Internet,” he said. He is also concerned about the lack of local area knowledge of weather pat-
terns and airport conditions of briefers far removed from the pilot’s location. “Briefers are not going to have intimate knowledge in areas they will be work-
ing. It’s a formula for trouble,” he said.

Northwest pilots prefer Seattle brief-
ings due to knowledge of unique local-
ized weather conditions of the Pacific Ocean and the Cascade Mou-
tains. Private Pilot Jeff Jorgenson of Seattle said, “If I call Flight Service, I get a local person who knows where I’m going.” Jorgenson continued, “Hubs don’t have the capacity to under-
stand all of the diverse weather patterns

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Trade Adjustment Assistance Secured for Layoff Boeing Workers

Several thousand laid-off Boeing Co.

workers have been granted additional fed-

eral assistance under the Trade Adjust-
ment Act because of action taken by the International Association of Machinists.

The Act provides special assistance to workers who have lost their jobs due to foreign competition. This ruling covers workers throughout the Pacific Northwest and Eastern Washington.

The IAM is dedicated to helping improve not just the lives of our members, but others throughout our com-
munities. Even though only a small por-
tion of our members (a few hundred) will be eligible, TAA provides a substantial safety net for other Boeing employees impacted by layoff. We hope word gets out and those affected will take advan-
tage of these tremendous benefits,” stated District 751 President Tom Wrobleswki.

The Trade Adjustment declaration means that laid-off Boeing workers — including those who aren’t Machinists — are eligible for a range of federal benefits, which can in-
clude:

• Up to $16,000 for training (if needed) for an in-demand industry;

• An additional one to two years of payments similar to unemployment insur-
ance if a laid-off worker needs it to finish training or find employment (up to 56 weeks);

• An 80 percent tax credit on healthcare coverage premiums;

• Job Search assis-
tance including help to cover travel ex-
penses to job interviews and up to $1,500 in job search allowances;

• Support to help re-
locate to a new job;

• A partial wage subsidy for workers over 50 who are re-
employed in a lesser-
paying job.

Trade Act benefits are administered in Washington by local WorkSource off-
cices. For details on how to apply, con-
tact your nearest WorkSource office or go online at www.worksource.wa.gov. Information is also available from the Department of Labor online at www.dole.gov/tradeact.
Steward’s Persistence Delivers $1,500 Back Pay

787 Union Steward Allen Neph is continually helping members in his area with contract issues. Recently, he had the chance to assist a fellow Union steward who was not being compensated at the proper pay rate.

As a result of Allen’s efforts, Union steward Joel Hetland received a pay adjustment and back pay of over $1,500 to correct a 22 cents an hour error that had compounded since his rehire date in January of 2007.

“I appreciate having Union representation to pursue this issue on my behalf – especially after so much time had passed. While 22 cents an hour doesn’t sound like much, it adds up and continues on each pay check going forward,” Hetland stated. “This is something I feel other members do,” he added.

Those constant changes to fix the suppliers’ errors have made things very difficult for inspectors, said member Menli, a veteran 787 mechanic. “It’s just been tearing it apart and putting it back together – many times.”

Gross noted that mechanics would install a part that he’d certify as being correct. Then a few weeks later, they’d remove that part to do some other re-work. In the process, the drawings would change and the part couldn’t be reinstalled because it was no longer certified. “I can’t just reinstall a part that once we do the removal,” he said. “It takes a while to prove that part is supposed to be there, and it was installed the way it was supposed to be installed. It’s very complex. It’s a complex airplane and it doesn’t seem like they (management) understand it’s a complex airplane.”

On the other hand, 787 workers in Everett praised the skills of their Union brothers and sisters who contributed to the program. “We’ve got a lot of support from the grid shop, and a lot of support from Auburn, making our parts,” said Paul Schubert, a 787 Steward. “It’s been really phenomenal, coming up with our tools. Those guys are wizards.”

Older Machinists, such as tool room lead Melinda Hulse, said they’d worked hard to mentor the many new hires Boeing brought in for the 787 program. “We always ask them the right questions to make sure they get the right tool for the right job,” she said.

Other Boeing employees – like our brothers and sisters from SPEEA – also performed well, members said.

Member Mike Fox described how he worked closely with SPEEA engineer Bill Bush to solve problems with the leading edges of the wings. “Bill worked hard right up to the rollout,” Fox said. “Oh hell yeah,” Bush exclaimed. “It’s not a 3-D animation for a change.”

All the delays had dampened enthusiasm in the days before the first flight, said Hulse. “There is a mood,” she said. “We’re holding back. We went to the rollout and then nothing, and then they had the taxi and then nothing. There’s been a lot of let-downs.”

All that changed when the plane finally flew, and not even the winter weather could cool members’ enthusiasm, said Brett Coty, the Business Rep for the 787 workers.

“I have a lot of faith in the work our members did leading up to the flight,” Coty said. “That plane’s going to fly and it’s going to do well and our members are going to be proud.”

“It was certainly one of the best,” said 787 mechanic Daovone Vannaxay, who spent two hours observing so she could see her first jet fly. “It was so cool to see your hard work flying,” she said.

“It was worth it, once it was up. It was worth all the hard work.” Fox agreed. “We waited 1/2 or three years for this,” he said. “I wasn’t going to miss it, even if I was on vacation.”

“It was a once-in-a-lifetime opportunity,” added Becky Carlyle, a longtime 747 mechanic who transferred over to the 787. “I felt like I was really part of something new.”

Dignitaries had a lot to say after the first flight. U.S. Senator Maria Cantwell called the Dreamliner the latest in a long list of break through Boeing aircraft created in Washington, and the praised “Boeing’s exceptionally productive and skilled workforce in Washington state who made this historic first flight a reality.”

Many – including Boeing Commercial Airplanes CEO Jim Albaugh – praised the work Union workers did to make it all possible.

“Today’s day to celebrate,” said District 751 President Tom Wrobleski. “We’ve had a lot of disappointments and disagreements during the Dreamliner’s development, but today we celebrate together. Our members did an outstanding job and overcame some incredible challenges, and I couldn’t be more proud of them. The 787 wouldn’t be flying today without the dedication, skills and devotion of our members.”

With the first flight concluded, second shift showed up on time ready to work. “We’re trying to get the next one up,” said Vannaxay. “We’ve got to keep going.” But they still took a moment to reflect on what they’d achieved.

“It’s the first composite airplane,” said Steibn, the Steward. “It’s a huge deal. It’s bigger than what we realize.”

Nearly every week as a Union Steward I put the skills on vendors doing rework to keep our jobs secure,” stated Hetland. “Members need to communicate with their Stewards to ensure the Company lives up to their end of the contract. Anyone who has been rehired should double check to ensure they receive the proper pay rate. That is the value of Union membership.”

Celebrating the Historic First 787 Flight

Continued from page 1

Many of the members talked about having to deal with problems caused by the 787’s suppliers. “We’ve pulled fasteners out of holes that are supposed to be 190 inches, and they’re 215 or something,” said Steve Menli, a veteran 787 mechanic. “It’s just been tearing it apart and putting it back together – many times.”

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Stimulus Dollars Boost Hanford Employment

Continued from page 12

of the few places to train their own work- ers onsite. That is a testament to our Work- er Training Program. It is great to see a buildup of new faces on the site. Nearly every bargaining unit here has seen their numbers grow thanks to the federal stimulus dollars – including Ma- chinists Union members.

Local 581 President Ken Howard teaching a safety class at the HAMMER Training Center to ensure new hires have the skills and knowledge to perform their work in a safe, effective manner.

The hiring at Hanford has spilled over into the rest of the community, creating demand for retail goods and leading to a tight market for rental housing. The re- sult? Benton and Franklin counties had some of the state’s lowest unemploy- ment rates in October, at 5.7 and 6.3 percent, respectively. The statewide av- erage was 9.3 percent that month, and nationwide, joblessness was at 10.2 per- cent.

Hanford employment is expected to peak in 2010.
Continued from page 1

in an area where one-of-a-kind and last-minute parts are continually being manufactured.

Members in Auburn continually update their skills, learn new programs, and implement new processes to remain at the cutting edge and ensure they remain the best at their trade. Boeing has also invested in the site by purchasing machines like the three spindle machines, which recently utilized all three spindles for the first time to assist with 787 parts in an effort to get the plane back on schedule.

When members in A-3250 were given an opportunity to take on additional 787 work, they willingly accepted the challenge and regularly volunteer for overtime – even on holiday weekends.

"Anything we can do to help. We want to get this 787 flying and certified. That is why we are here," stated 751-member Julio Colon.

Bruce Anderson, who has worked on 737, 747, 757, 767, 777 and AOG on 707 and 727, reported, "We are team players and want the plane to be successful. Boeing’s reputation is on the line. With 32 years at Boeing, we all have a big stake in the success of that and every airplane."

"With all the new technology and computers, 787 work is a bit more challenging. Everyone had to learn new software," Anderson added. "QOTP delivered the training, and our members used educational benefits for on-hour training. In addition, we have new machines that we can program and run multiple jobs at the same time – giving us greater efficiency and capability."

The need for emergency support (especially with the new airplanes) highlights the importance of Auburn’s Machining and Emergent Operations (AMEO). Since the Auburn plant opened in 1966, it has become the industry leader with a proven reputation for quickly delivering unique quality parts. Like the other shops in Auburn, members in AMEO have extensive experience with the least senior person having at least 20 years building complex airplane parts. Most employees are classified as N0309 and cross-trained to give Boeing additional flexibility and members the opportunity to work on a wide range of challenges.

As a result of this tremendous skill base, AMEO has become one of the top suppliers for both the 787 and 747-8 programs.

"We have to be innovative and make some parts from class M tags rather than using engineering drawings to get them right," stated 35-year member John Woodward, who is also a team leader. "This is only possible when you have years of experience. The true skills are making it work and knowing how to work around any problems you encounter, which is why the parts were sent here to begin with."

"Initially, we were not supposed to make any 787 parts, and Auburn had virtually no budget for that plane. Now I hear we are the chief supplier of emergent parts. It speaks to our skills and commitment," Woodward added.

Because they have the best capability to support the program, they mitigate late engineering change activity and/or to replace parts that have been damaged, these shops have seen additional work. About 80 percent of the work AMEO is vendor non-support – regardless of the airplane program. Because it is emergent, there is very little repetition in their work – making their job more interesting and challenging.

"We do just about everything. There are so many miscellaneous jobs we never see again. We learned to multi-task to be more efficient. While running a program, I work on the next part of the process," noted 31-year member Thomas Martineau. "Sometimes I get so focused it is like I am inside the machine working, and I tune out the rest."

"The work here is never the same from day to day. They only want one or three of the same parts at the most, but it is always challenging and interesting. We can make anything, and everything is needed yesterday. You get to make something and see the progress instantly. The sooner they get it, the happier they are," noted 20-year member Kelly May.

In the 17-45 East Finish Shop, members stepped forward to help with the wing-to-body joint parts for the 787. Although this 787 work is very labor intensive, they willingly took on it in addition to their regular work, which has meant lots of overtime and weekend work.

After the first sets, there were more design changes. Since then, the crew has dramatically improved and refined the process with each new part to become even more efficient. One member noted, "We want to prove we deserve this work. The longer it stays here, the better our chances and the more we can make improvements."

Word has it that the East Finish Shop will be building these parts through at least Airplane 37. Members would like to see it become permanent.

Loretta Castillo, Karen McCloskey, Dave Schmichler and Perry Fernau are other members in the East Finish Shop helping with the wing body joint parts. Credit must also be given to Team Leader Neal Corsack whose knowledge, experience and assistance early in the process ensured the tight schedule was met.

"It is great to be a part of the 787 airplane. When I heard the news that the plane flew with the part that I worked on – it makes you feel good," said Castillo.

Union Steward Jim Rice reported, "Everyone was glued to their computer screen to watch the first flight. Then at 10:27 a.m., loud shouts, high fives, and fist bumps erupted throughout the shop. Everyone was proud that the parts they worked on made a difference and they helped make it successful."

The 17-68 building has members who work full-time on 787 production parts rather than working on emergent parts or vendor fixes. In the Super Plastic Forming (SPF) shop, our members build the 787 heat shields and tail cone muffler. Members here are classified as cellular techni- cians, which gives them more flexibility and allows members to run multiple machines.

Like other shops, members in SPF are continually updating their process to be more efficient. Since producing the first 787 heat shield, they have gone from making it in two pieces to a one-piece shield. "When the heat shield was in two pieces, it had to be assembled. We decided to simplify the process – saving time and money," said Union Steward Johnny Davis.

This is the only shop at Boeing that does this type of super plastic forming work. "We were allowed to bid on 787 work, and we were chosen because we were the smart business decision," said 751 member Scott Stueber. "Other companies have the capability, but not like us. We are the only ones who can keep up with the rate and have capacity. We’re ready to take on additional work and look forward to the opportunity."

Members remain anxious to continually expand their role in both current and future airplane models. Machining complex parts, learning new software, utilizing robotics, and cell manufacturing are all ways Auburn stays at the cutting edge for Boeing Fabrication and ensures their continued success.
A packed house at the Seattle Union Hall escaped the dreary Seattle winter and for several hours were transported to the tropics as District 751 hosted a luau. The event was organized by employees and managers in the Everett Wire Shop to raise money to assist victims of the recent tsunami in Samoa. To date the event raised $8,000 for World Vision and more money was still coming in. Boeing agreed to match what the luau raised.

District 751 member Joane Funene had five members of his extended family killed in the tsunami, as well as many childhood friends. The event was a way people could come together to help the victims.

Those who attended were treated to a delicious roasted pig dinner and tropical foods, authentic music, as well as hula and fire dancing. The hula dancers invited some to go on stage and learn the hula, which entertained everyone.

When they pulled people on stage to learn the hula, Steward Wllson “Fergie” Ferguson stole the show with his grass skirt and coconuts.

Shoot for a Cure Raises Thousands for Leukemia

Throughout the year, District 751 members donate thousands of hours of volunteer time to make the community a better place to live and to help others. As the year winds down, the Machinists Volunteer Program (MVP) ramped up its efforts to help others.

When the City of Auburn called requesting volunteers for emergency sandbagging along the Green River to prevent potential flood damage, our members responded in force for this very physical project.

On another weekend, volunteers spent a day cleaning barrels for the Salvation Army toy drive and preparing tags for the giving trees. Wearing Machinists Union colors volunteers descended on Westlake Center on Friday, December 4 to assist the Salvation Army with holiday bellringing during the annual Figgy Pudding Caroling Contest. Streets closed for the festivities and Machinists rang bells on every corner to collect money for this worthy charity.

Various Events/Fundraisers Bring $$ for Guide Dogs

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Shoot for a Cure Raises Thousands for Leukemia

District 751 was the host and primary sponsor of the first-ever Union Sportsmen’s Alliance (USA) “Shoot for the Cure” sporting clays shoot. The event was held in November at the summer Sportsmen’s Association. It attracted 63 shooters from Unions around Puget Sound, and raised $21,000 for leukemia research and wildlife conservation.

District 751 was represented by 11 shooters at the event. The District’s donation was made in honor of the late Jimmy Darrah, who died in August after being diagnosed with leukemia. Darrah, who was the District’s grievance coordinator at the time of his passing, was an active outdoorsman.

District Sec-Treasurer Susan Palmer takes aim while Business Rep Heath Barstow waits her turn.

Various Events/Fundraisers Bring $$ for Guide Dogs

Throughout the year various events were held to raise funds for Guide Dogs of America. Here are just a few of the results from recent fundraising events. Overall District 751 was the top contributor for 2009 giving an impressive $228,700 – a new record for 751.

Local C presented a check to Guide Dogs for $12,890 from their various fundraiser. L to R: Susan Palmer, Dave Henry, Tom Wrobleski and John Lopez at the check presentation. W Inn’s in the Local C holiday raffle were $1,000 gift card - Keight Zanghi, $250 gift cards - David Callahan and Patrick Kerrigan, $125 gift cards - Michelle Erickson and Mike Bailey, Fred Meyer $25 gift cards - Dan Briones and Vickie Klingman.

Above: Steward Brent Sanchez () sold Paul Edwards ($) the winning big screen TV ticket for Local A’s holiday raffle. Member Mark Flanders (not pictured) won the Wii game system.
Offer Helping Hands Throughout the Region

Steward John Lispie noted, "Northwest Harvest was a blast – very, very cold but lots of fun. I could not believe the turnout of both volunteers and donations. That’s a big deal. I will be going back every year. I have been a Steward for 12 years, and this was the first time for me. I ended up staying from 7 am to 1 pm.”

Other recent community projects involved:
• Building 12 wooden storage shelves for the Volunteers of America warehouse in Everett.
• Preparing and serving meals at both the Tacoma Rescue Mission and the Everett Gospel Mission.
• Adopt-a-Road cleanups.
• Constructing wheelchair ramps for area residents.
• Assisting KSER Public Radio with a station cleanup.

Events are as varied as our members. The goodwill continues long after the projects are complete – showing the community we are here to help!

Above: Mike and Susan Cummins brought their grandson Kellen to help.

Photo left: Soliciting NW Harvest donations at the Auburn collection site.

Some of the 751 volunteers helping with the King 5 Northwest Harvest Food Drive at the Auburn location on December 5.

Below: Stewards took a break from sandbagging.

Above: 751 Volunteers who constructed storage shelves at the Volunteers of America warehouse.

Photos left and right show our volunteers building the storage shelves.

Above: Ron McGaha (center) donated his change from the entire year to the Salvation Army Kettle that Paul Burton (l) and Cliff Goetsch were staffing.

Above: 751 Volunteers filled the staging at Westlake Center before taking the Salvation Army kettles out to collection sites in the area.

Members carried boxes of food donations to the Northwest Harvest trucks at the Everett Mall.

Photo above, right and below: 751 Volunteers at the Tacoma Rescue Mission on various weekends.

George Braun and Brian Pankratz making food at the mission.

Some of the 751 volunteers helping with the King 5 Northwest Harvest Food Drive at the Auburn location on December 5.
Avery's anti-Sewell prior to WWII strength it saw regained the Montgomery. Once an Avery was replaced as president and chairman, in 1954 his previous in-discretions came back to haunt him. Exactly ten years after the government sei-zure of Montgomery Ward & Company, Avery resigned in the face of a certain ousting. The photo ran in papers nationwide and sent a strong message that the unfair treatment of workers would not be tolerated.

The Christmas season brings with it many things. There’s the music. There’s the eggnog. Sometimes there’s even snow. But, more than anything, Christmas in America means shopping. And retail stores all across the country wait eagerly to usher in the Christmas mer-cy season of giving. Unfortunately for one retailer, Montgomery Ward & Company, the Christmas season of 1944 brought with it some strong lessons as well.

Founded as the world’s largest catalog retailer in 1872, Montgomery Ward & Company was a household name for decades. Known for its “un-veiling” of Santa’s favorite helper, Rudolph, in its Christmas catalog, the company was the retailer to beat in catalog-order retail sales at the beginning of the twentieth century. A leader even during the Great Depression, Montgomery Ward employed over 70,000 people by the early 1940s.

Led by Sewell Avery, an anti-New Deal businessman bred of lumber barons in Michigan, the retailer refused to sign contracts with employees in early 1944. Avery, who fought against unions at all costs, found himself in a bitter struggle to employers that there would be multiple orders to comply with the President and the National War Labor Board in April of that same year. It was his staunch and illegal anti-labor stance that would ultimately make the Christmas season of 1944 a nightmare for his company.

In 1942, President Franklin D. Roosevelt created the National War Labor Board in an attempt to avert strikes in critical industries that supported the war effort across the country. During WWII, Montgomery Ward & Company was relied upon as a supplier of clothing, auto parts, and many other items considered critical to winning the war overseas.

Just two years later, in 1944, Avery refused to recognize the agreements that were sent by the United Mail Order, Warehouse, and Retail Employees’ Union had prepared the year prior. After multiple orders to comply with the President and National War Labor Board went ignored, Roosevelt called on the Army to seize Montgomery Ward, being physically removed from his office ran in newspapers nationwide, and sent a strong message to employers that there would be serious consequences for any company that opposed workers’ right to organize.

In response, Avery told the media “...the government has been coercing both employers and employees to accept a brand of unionism” and that government actions to enforce collective bargaining agreements and workers rights were only a disguise for the government to dictate to workers fairly, Avery ultimately forced President Roosevelt to seize Montgomery Ward facilities across the country. By December 27, locations in New York, Michigan, California, Illinois, Colorado, and Oregon were all officially seized by the Secretary of War. On December 28, the army seized all catalog operations in Chicago, resulting in an order pile-up of 10,000 per day.

Though Avery regained control of Montgomery Ward & Company as the new year began, the government continued to seize Montgomery Ward and his company had seen prior to Avery’s anti-union leadership.

This Christmas, as we walk the local malls and supermarkets looking for that perfect meal for big family gatherings, the perfect red dress for our youngest girls and that perfect video game for our oldest boys, we should remember the strength of the unions that made it possible for retail workers to organize. We should remember the president that made retail workers and others all over the country a priority during the war. And the movement that made it possible for retailers to see such sales by helping everyday working people earn wages and paid time off that allows them to celebrate the holidays as they should be celebrated: with family.

Machinist Joint Apprenticeship Program. The first scholarship recipients, who recognize the agreements that were sent by the United Mail Order, Warehouse, and Retail Employees’ Union had prepared the year prior. After multiple orders to comply with the President and National War Labor Board went ignored, Roosevelt called on the Army to seize Montgomery Ward, being physically removed from his office ran in newspapers nationwide, and sent a strong message to employers that there would be serious consequences for any company that opposed workers’ right to organize.

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A Festive Feast for the Holidays

Hundreds of 751 retirees kicked off the holiday season by attending the annual retired club Christmas luncheon on December 14. The Seattle Hall was packed and retirees enjoyed a delicious turkey lunch, festive music, reaquainting with old friends and making new ones.

Walt Berg Passes at Age 90

Walter Berg, who served as both President and Secretary-Treasurer of District 751 and was a member for more than 50 years, passed away on Oct. 24 at the age of 90.

The son of Swedish immigrants, Berg was born on Dec. 19, 1918, in Harper, Wash.

Berg hired on at Boeing in 1940, working as a structural mechanic. He was active in the Union, holding various Lodge leadership positions from Steward to Local Lodge President and District Council Delegate.

In 1957, Berg ran unopposed and was elected District Secretary-Treasurer. In 1965, it was a time of turmoil. District President John Sullivan suffered a heart attack and died the same day as Union members gathered to approve the contract and end a 19-day walkout.

Berg led the Union through the aftermath, and continued as District 751 President through the successful contract talks of 1968, where the Union won pension improvements, wage and cost-of-living increases, and the first Boeing dental plan.

Berg believed it was important to have the Union involved in the political system at both the federal and state levels and continually lobbied for workers’ issues.

Berg was the Union’s leader during the launch of the 747 program – and during the dark days that followed Congress’s decision to kill the Super Sonic Transport, which led to the “Boeing Bust” of 1970-71.

Berg lost his re-election for District President in 1970, but continued on as a Local C officer and District Council delegate, and was later appointed to be a Grand Lodge Rep, a post he held until his retirement.

Berg retired from Boeing in 1981, and from the IAM in 1990 – after collecting his 50-year pin. He spent the rest of his years at his home in Gig Harbor, with his wife of the past 30 years, Arlene.

Remembering Long-Time Business Rep Jerry Shreve

Jerry Shreve, who served as a Union Business Representative from 1981 through January 2004, passed away on December 4.

Jerry hired into Boeing in June 1955 and worked for over 25 years as an Electronic and Mechanical Inspector. He was featured on the cover of the February 14, 1966 edition of Aviation Week & Space Technology while working on the Lunar Orbiter.

Immediately after hiring into Boeing, Jerry became active in the Union and began working his way up through the leadership ranks – serving as Union Steward and holding various Local Lodge positions, including Local E President, Recording Secretary and District Council Delegate.

In 1981, he was elected as a Business Representative and enjoyed serving the membership full time and working to protect their rights and ensure the contract was enforced. Jerry was re-elected to five additional terms until he retired in February 2005.

Although Jerry was perceived by many to be soft spoken, co-workers at the Union described him as tenacious and passionate when fighting for the rights of a member.

Union Retirees:

ATTENTION TO AD RULES
Each ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free to only members - active, laid-off, or retired. For best response, include phone number instead of address in ad copy. "Cottage industries" will be OK in ads, but no commercial ads. When using own paper for ads, include information required on regular ad blank.
Deadline For Next Issue January 12th

1600 SF CREEKFRT Rambler in 95 acre gated community. 3bd, 2ba, deck, fireplace, carport, covered patio and deck, garage, 20 miles east of Arlington. $175,000.

2008 VISTA PARK MODEL CARAVAN, like new, on a leased lot in Lost Lake Resort. Near Laceys, WA, tons of amenities with indoor/outdoor pool and private fish stocked lake in gated resort, for families or snowbirds. $4,000. 206-454-1234

KONA, HAWAII oceanfront condo. Enjoy 2 1/2 bath fully equipped condo - pool, jacuzzi, private lanai, DSL, color TV/vcr/dvd. $1175/wk. Vac. barrentCORDeco.com 206-938-9214

1600 SF CREEKFRT Rambler, in 95 acre gated community, 3BD/3BA, fireplace, covered patio, attached garage. 20 miles east of Arlington. $175,000. 206-454-7438-9448

LAKERIDGE AREA HOME, for rent or sale, open floor plans, newly remodeled, six bedrooms plus an office. 206-916-8126

ANTIQUE TRUNK/COFFEE TABLE, carved elephants on four legs, copper bindings riveted, $110. 206-937-8731

ANTIQUE ARMOIRE, metal, four-way mirror, wash basin, a steal at $110. 206-937-8731

TWO GLASS END TABLES & COFFEE TABLE, new exercise bicycle, $50. 360-387-6904

HELP WANTED
KITCHEN HELP FOR THE DISTRICT 75 RETIREE CLUB, help is needed in the kitchen for Retiree Business Meetings that take place every second Monday of the month at 11 AM. Additional help can be used each Monday at the weekly meetings. A small stipend is offered. If interested, please call 206-767-0434.

IN HOME CAREGIVER needed for retired Boeing IAM worker, lives in Burien. 3 hours twice per week or more. 206-242-2035

FREE ANIMALS
TOY POODLES, just in time for Christmas, two black female puppies, adorable, playful, loving. 2 months old, shots, dewormed, $325 each. 360-691-5890

DOG HOUSE, never used, 2 years old, paid $110, will sell for $90 or best offer. 206-772-3074

WANTED: Free cars for retired member. If you have any cars you would like to give away, please give me a call on 425-251-8161. For those of you who have garages which have cars in and out of, as well as a large wooded area and outbuildings. The perfect home for a car! SCHNAUZER PUPPIES, ready for Christmas, AKC reg., tails docked, see pix on Kijiji. Auburn Area. $660 for males, $500 for females. 253-833-0842

COTTAGE INDUSTRIES
AFFORDABLE PROFESSIONAL PHOTOGRAPHY, Studio J Images is a local photography company offering professional wedding photography, engagement, pregnancy, family, graduation, and specialty photography. All digital packages available or design your own package. Flexible, reliable, and eager to be a part of your event or special occasion. See our website, or contact us for a quote. For SPECIALS, MACHINISTS. More information and sign-up sheet are at "blackbox." http://studion Images.net or call Beth at 402-750-8636.

ARE YOU LOOKING FOR SOMETHING TO DO IN YOUR RETIREMENT? Sunset View Garden Club meets the third Thursday of each month at the Golden Pine Apartments, 206-329-1590, Renton, WA. Everyone is welcome. Contact 425-255-8195 or 425-255-0050 for more information.

PHOTOGRAPHER: VERY affordable digital wedding photography. Save money. Also PHOTOGRAPHER. VERY affordable digital photography company offering professional wedding, anniversary, family, graduation, and specialty photography. Call 425-226-7254 for more information.

GOLD’S GYM, RENTON, 10728 NE Carr Terr, $350/month. Call 425-255-0859 for more information.

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MEMBERSHIP WITH WORLDMARK, for less of...
2010 IAM Scholarship Competition

The IAM Scholarship Competition is open each year to members of the IAM and their children throughout the United States and Canada.

Scholarships for a bachelor’s degree or a two-year vocational/technical certification are determined in a competition among eligible applicants that is judged by an independent selection committee.

Awards to members are $2,000 per academic year. They are granted for a specific period from one to four years leading to a bachelor’s degree or a two-year vocational/technical certification.

Awards to Children of Members are:

- College – $1,000 per academic year. All awards are renewable each year, until a bachelor’s degree is obtained or for a maximum of four years, whichever occurs first.
- Vocational/Technical School – $2,000 per year until certification is reached at a high level with some college credits already completed, or may apply as a full-time or part-time student.
- If not a winner, may apply again the following year.

Child of a Member Applicant—

- Must have one living parent with two years of continuous good-standing membership up to and including the closing date of the competition which is February 26, 2010.
- The child must maintain continuous good-standing membership throughout the life of the award, must be working in a company under contract with the IAM, may apply, whether entering college or vocational/technical school as a freshman or at a higher level with some college credits already completed, or may apply as a full-time or part-time student.
- If not a winner, may apply again the following year.

Eligibility for Competition

- Any Applicant Must Be Either—
  - An IAM member,
  - the son, daughter, stepchild or legal adoptee of an IAM member.

A Member Applicant—

- Must have two years of continuous good-standing membership up to and including the closing date of the competition which is February 26, 2010.
- The member must maintain continuous good-standing membership throughout the life of the award.

Mail to:

IAM Scholarship Program
9000 Mackenzie Place, Room 117
Upper Marlboro, MD 20772-2687

Important: Complete this coupon and attach a self-addressed, stamped envelope for reply.

Request For an Application Form – 2010 Scholarship Form

Please send me an Application Packet for the 2010 IAM Scholarship Competition. I understand that this request is not an application and that the completed Application Packet must be postmarked no later than Feb. 26, 2010.

REMINDER: Please check the appropriate box below and the requested application will be mailed to you. As an IAM member who will have 2 years’ continuous membership in the IAM as of Feb. 26, 2010, I am requesting an Application Form for:

- Child of Member requesting a College Scholarship
- Child of Member requesting a Vocational/Technical Scholarship
- IAM Member requesting a College or Vocational/Technical Scholarship

Print your name and address clearly.

Notice of Nomination & Election for District Vice President

To fill the vacancy for the unexpired term of District Vice President, the Union will hold nominations for the position at the Jan. 26, 2010 District Council meeting to be held at the Seattle Union Hall, 9125 15th Pl S, Seattle, convening at 5:30 p.m.

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

Election Day

If more than one person is nominated for the position of District Vice President on Jan. 26, an election will be held on Tuesday, Feb. 23 from 5 a.m. to 8 p.m. at the following Union offices:

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

Absentee Ballots

Absentee Ballots will be furnished upon written request to the District Secretary-Treasurer. Such requests for absentee ballots must be received no later than 30 days before the election. Members must qualify under the provisions of the IAM Constitution as follows:

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

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

For Local 86, 1123 and 1951: Mail or personally deliver absentee ballot requests to: IAM & AW Ballot Request, 4226 E Mission, Spokane, WA 99202. Office hours are 7:30 a.m. to 4:30 p.m. and closed for lunch from 1 to 2 p.m.

New Officers Accept the Oath of Office

Above: District President Tom Wroblewski (l) administers the oath of office to Local A Council Delegate Jason Redrup.

Above: Business Rep Ray Baumgardner (l) administers the oath of office to Local A Council Alternate Mark Clark.

Photo Right: Local 1951 Council Alternate Chris Siegfried repeats the oath of office from Dist. Pres. Wroblewski.
Since 1947, Machinists Union members have proudly worked for Monarch Machine & Tool Company in Pasco, WA. The skilled craftsmen at this full-service fabrication facility tackle a wide assortment of work and deliver quality and expertise that has built them a reputation as one of the best. In 2004, they were named “Manufacturer of the Year” after being nominated by Fluor Hanford.

Because they do not machine production parts, they work on a wide range of products and a lot of one-of-a-kind processes. One project may entail fabricating a complex structural metal manifold system, and the next may be fabricating a bulkhead screen structure for irrigation water in the Columbia River. Members there perform complex structural metal fabrication, and their pupils fabricate and install irrigation piping, fabricate and install irrigation manifold systems, and perform Hanford prototype work. Monarch also offers up to 50 tons of field crane services to assist with installations and repairs.

Beyond just the skills and expertise of our members, there are many other features about this Union shop that motivate members to stay there for many years. At this company, loyalty is a two-way street. Many of the members have worked there for over 20 years – making them part of the “family.” The Machinists Union has built a strong working relationship with Monarch.

When work was slow earlier this year due to the trying economic times, the owners (Doug Winters and Dennis Shepard) had employees perform repairs on some of their rental properties.

“It is unusual to find a small business that will work to keep people employed. Basically, this whole year has been slow for our company,” stated member Dan McVicker, who has worked at Monarch Machine for over 32 years in the welding shop. “Instead of laying people off, they found other things to keep us employed – it wasn’t welding work, but it kept us busy.”

“We have good pay and benefits, and we have a good working atmosphere. The work is different all the time since we don’t make production parts – making it more interesting and challenging.” Dan added.

Member Mike Saari has worked at Monarch since 2001. After he was injured on the job, the company created a project manager type position in the front office.

“His company was great when I got hurt on the job. Monarch paid me for one year and encouraged me to retain even if I didn’t come back to work for them. When they created a new position, they said try this out because we will work with you. I still work on areas to keep my hand in shop work, but now I have learned the business end, as well. I purchase materials, work with customers, get jobs lined up and have a more well-rounded position, which I really enjoy. I’m also the safety focal for the company.”

Mike also volunteered to be the Union Steward a few months ago. “I became Steward because I like working with the guys and wanted to make sure they were taken care of,” stated Mike. “If there is a problem, I can help fix it. The bosses work with us to accommodate us.”

He added, “It is a very family-oriented company. The bosses are more like your dad. They always want us to work ourselves at work and provide encourage. They provide a Christmas bonus for our families and hand out hats and shirts. That is why people stay so long – a Union machine shop with good pay and benefits and a great atmosphere.”

The goodwill at this company is nothing new. IAM 751 Administrative Assistant Jim Bearden recalled working at Monarch Machine in 1979 and recognizing it was a good employer then that treated its employees fair. The statement still holds true today.

Union Delivers Bright Spot After Columbia Lighting Closes

Machinists Union members in Spokane who worked for Columbia Lighting continued to benefit from Union membership even after the company closed its Spokane plant to move operations to Mexico. Thanks to persistence from the Union, there received checks totaling $2,400 as part of a grievance settlement in November.

For decades, Columbia Lighting was a Spokane institution manufacturing industrial lighting equipment. The Machinists Union had 15 members when the company was booming. Because our members performed facilitate maintenance work, they were the last ones out the door as the company closed in March. The IBEW and Teamsters also represented members at the facility. While the plant closure was announced, the Machinists Union signed a contract extension to get through the shut down and negotiated a Letter of Understanding providing a severance package for the members. The company issued the severance pay but failed to provide the three months of COBRA agreed to in the letter of understanding. Rather than simply accepting that the company had closed and left the country, the Machinists Union continued to pursue the issue for our members and file a grievance. Machinists Union members were pleased to receive a grievance settlement that amounted to $2,400 (approximately $300 per person). While it did not cover the entire COBRA payment, it did help in their transition to a new job. Members in the other two unions received no settlement.

Karl Bash, who was the steward for the group noted, “We were very happy to receive a settlement especially since members of the Teamster and IBEW didn’t get anything. We were not expecting a check and appreciated the Machinists Union followed through with the grievance. We anticipated the company wouldn’t do anything since they had already left the region. The settlement was a pleasant surprise.”

Monarch created a project manager position for Mike Saari after he was injured on the job a few years ago.