

DISTRICT 751

AERO MECHANIC

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Union Wins Upgrade Pay in 787

Five 787 mechanics with Boeing in Everett had something extra to celebrate over the holidays – the arrival of checks for work they'd performed but hadn't been paid for until their Union got involved.

The five – Luanna Berkley, Dave Craig, Bryan Crisostomo, Chuck DiDominicis and Brad Knotts – each received checks ranging between \$880 and \$2,075 apiece just before Christmas, and were looking forward to a second extra payment in January.

“Since we got the Union in on it, things have been happening,” said Craig.

Business Rep Brett Coty in Everett credited Steward James Williams for collecting the documents and doing the legwork that led to the members getting the pay they were due.

“The burden is always on our Stewards to show that the Company was wrong,” Coty said. “James got it started. He got the ball rolling.”

Their story begins back in August, when five Grade Four mechanics accepted temporary promotions to Grade Six so they could help out with the side-of-body repairs needed to get the 787 program back on track.

Along with the promotions to Grade



L to R: Chuck DiDominicis, Dave Craig, Business Rep Brett Coty, and Brad Knotts discuss Union efforts that ensured they received proper backpay for all time they worked at a higher labor grade.

Six, three in the group also accepted promotions as temporary leads.

Everything was going well, even though the work was challenging and the hours were long. “We were working 14-hour days, clear through till the holidays – even New Year’s Eve – because they were asking us to get it done,” Knotts said.

With the temporary promotions, each was getting at least an extra \$1.12 an

hour, which took some of the sting out of the endless overtime. But then in mid-September, they noticed a change in their checks: they were still doing Grade Six work, but only getting Grade Four pay.

“They paid us for about a month-and-a-half, and dropped us back down,” Knotts said.

The group tried to figure out what had

Continued on page 2

News on Boeing Insurance

Boeing made some changes to administrators for health and dental coverage members should be aware of. Keep in mind benefit levels remain unchanged since we have a contract until September 2012.

Below is a brief overview of recent announcements. Additional information on each topic is on Page 5, as well as other ways to reduce out-of-pocket expenses.

- Members on Selections should have received two new cards – one for their health care and one from Medco for prescriptions.



See page 5

- Info on an issue with Traditional Medical Plan when members were denied a 100-unit supply of a prescription and limited to a 34-day supply (occurred between 12/29/09 and 1/9/10). Medco is working to fix the issue.

- Washington Dental Service has issued dental cards with new ID numbers to eliminate the need to use Social Security numbers for billing.

- Sedgwick Claims Management Service is new administrator of workers' compensation claims replacing Broadspire.

751 Members Keep Washington Clean

Ever wonder what happens to your trash once it leaves your curb or is deposited at a transfer station? Chances are one of our Machinists Union members in Eastern Washington will handle it at some point in the disposal process.

While few think about the importance of the proper disposal of waste, our members at the Roosevelt Landfill and Tri-County Disposal make it their job and understand the impact trash has on our environment. Both groups work for a subsidiary of Allied Waste; however, they perform very different but vital functions.

Roosevelt Landfill

Our members travel a minimum of 30 miles to work at the Roosevelt Regional Landfill, which stretches for miles below the arid hills of Klickitat County.

The natural geology of the region allowed the vast facility to be permitted to a capacity of 250 million tons of waste over at least 75 years. The landfill opened in 1991, and employees there voted for Machinists Union representation in 1999.

With 126 Machinists Union members, it is one of the largest employers in Klickitat County and also one of the “greenest.” Members not only dispose of waste, but ensure the methane gas created by the decomposing trash is turned into electricity.

Our skilled members perform a variety of jobs. They run the intermodal rails, operate compactors and push cats, create and maintain landfill roads, repair containers, and perform heavy equipment maintenance and trailer chassis repair including welding. They serve as

truck mechanics, truck drivers, equipment operators, laborers, mechanics and environmental technicians. Each day the facility processes 7,500 tons of waste from Washington, Oregon, Alaska and Canada. There is even a proposal to have them process waste from Hawaii.

About 97 percent of the waste arrives by rail with the remainder coming in by truck. On average, these members handle 2 to 2.5 miles of railcars per day, six days a week – with some of the trains having up to 8,000 feet of railcars. Roosevelt is one of the 10 largest landfills and the largest waste-by-rail operation in the U.S.

During the day the 200-foot working face of the landfill is the only exposed area. Members unload railcars into intermodal transports, which carry and dump the waste into the disposal site, which is covered each night.

A combination of geo-membrane and topsoil will be used to close the landfill when it reaches capacity years from now. Extensive monitoring systems will be kept operating for 30 years past the closure of the site. Upon closure, the entire site can be returned to agricultural use – again demonstrating the “green” effort at the facility.

Thanks to efforts by our members not even garbage goes to waste. Leachate and methane gas are collected throughout the landfill by a system of pipes, which were installed and maintained by



Garry Shane is one of 15 members at Tri-County Disposal who handle all waste for Klickitat County.

our members. The leachate is re-circulated through the landfill prompting rapid decomposition of waste and accelerating methane production. The methane gas is used to create electrical power – leading the way in energy recovery.

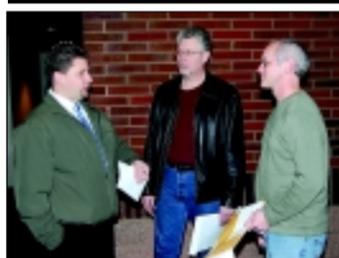
Current methane production supports the generation of 10 megawatts of electricity. The landfill may eventually generate 52 megawatts of electricity – enough power for roughly 30,000 homes!

Jerry Mickelson, who serves as Chief Steward, recognizes the value in a Union contract. Before coming to work at the landfill, he served as union president for workers at the nearby aluminum plant before it closed.

“The Union gets us good wages and benefits and keeps us working as long as we abide by the Company policy,” Jerry

Continued on page 12

At the Roosevelt Landfill members process 7,500 tons of waste each day from Washington, Oregon, Canada and Alaska. 97 percent arrives by railcar.



Taking on Transit

Members mobilize to stop proposed cuts to Community Transit bus service before 6 am to the Everett plant

3

Securing Safety Net

Union secures Trade Adjustment Act assistance for members at Pexco, as well as those who get laidoff from certain Boeing contractors

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REPORT FROM THE PRESIDENT

Machinists Make a Difference for Employers, Communities

by Tom Wroblewski, District President

Our members are committed to the success of the Boeing Co.

You prove that every day. You proved it in 2009 when you installed the side-of-body fix and got the first 787s in the air, when you delivered the first P-8As on time and within budget, and when you built 737s at a record pace. You proved it in Auburn when you manufactured rush order parts that no one else in the world could provide, and again in Everett when you worked 14-hour shifts through the holidays to get more Dreamliners ready for flight test.

And I know you'll prove it all over again in 2010. This year we'll see the first flight of the 747-8 and the first deliveries of the 787. We should start to see the 787 surge line take shape in Everett, and – Pentagon willing – we'll start building 767 tankers. And all indications are that our members in Renton will continue to churn out 737s at the rate of more than one a day, providing the airlines of the world with the efficient new airplanes they must have to survive, while also providing Boeing with the steady cash flow it needs to overcome all of its other challenges.

This commitment has been questioned



a lot in the past year – in the press and in blogs. Sometimes we've been criticized by well-intentioned people who don't know all the facts. Too often, however, we've been bashed by agitators with an anti-union agenda trying to blame us for things that weren't under our control.

So, in response to them and anyone else listening, I say: this Union is committed to making Boeing a success. Our members realize, more than anyone else, that the financial security of Washington families is tied to the Company's financial gains.

Still, by the same token, we insist that you acknowledge that the opposite is also true: Boeing cannot be profitable without the contributions of our skilled and experienced members.

If you study labor history, you'll learn how the 19th and early 20th centuries were filled with struggles between working people and the companies who employed them. Often these struggles were bitter, and sometimes they turned violent. The gains won by our Union forefathers and mothers – livable wages, decent health care, dignified retirement – were the result of great sacrifice and should never be taken for granted.

But I believe that labor's history in the 21st century will be a story of partnership – partnership with our communi-

ties, partnership with government, partnership among Unions — and especially partnership with our employers.

So I call today on Boeing managers to quit picking fights with us and instead join us in this kind of partnership. Instead of battling over outsourcing, let's work side-by-side for new business. Don't nickel-and-dime us on benefits, but work with us to make them more affordable. And even though you're dumping billions into this South Carolina adventure, you should still invest a few million to make our shared future brighter here in Puget Sound.

All we ask in return – and all we asked for at the bargaining table in 2005 and in 2008 – is for Boeing to show its commitment to us, in a real and tangible way. Give us jobs, benefits and opportunities, and we'll give you airplanes that are delivered on schedule and built right the first time – airplanes that grow market share and shareholder value. We are the fundamental operating engine of this Company, and we don't deserve to be treated like a squeaky loose fan belt.

It's not just Boeing, of course. Our members make a difference every day for companies like BAE, GKN, Triumph, City of Woodinville and Pexco (formerly Filtrona). District 751 represents thousands of skilled and dedicated workers who are committed to the success of their organizations.

The good news is that most of our employers recognize this fact and are willing to partner with us and work toward a stronger shared destiny. That's why we were able to negotiate good new contracts with companies like GKN and Allied Waste in 2009. With Boeing, however, the Company has made it clear that it's worried only about its destiny. Its workers, and the communities they live in, on the other hand, don't really matter. It's this attitude that must change now in 2010.

There is no better example of our members' commitment and dedication than that shown by the Boeing Aerospace Operations team at McChord Air Force Base. They are fairly new to District 751, having just joined us last year. But I'm proud to have them in our Union.

What they do is train the pilots and
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Machinists 'Generate Revenue and Drive Profits'

District 751 Machinists at Boeing built and delivered record numbers of 737s and 777s in 2009, helping the Company's Commercial Airplanes group deliver its greatest-ever revenues.

The Boeing Co. would have turned a profit of roughly \$3.8 billion in 2009, executives said, if it hadn't been for delays and cost over-runs on the 787 and 747-8 programs – delays caused largely by Boeing's unwise reliance on an outsourced global supply chain.

However, the fact that Boeing was still able to turn a profit of nearly \$1.3 billion in the midst of the worst global financial crisis since the Great Depression is a testament to the members of District 751, District President Tom



Wroblewski said.

"There was a lot of talk last year about how Boeing couldn't be successful in Puget Sound, and how our members were somehow to blame for that," Wroblewski said. "But one look at the financial statements shows what the truth is – our members generate revenues and drive profits."

Boeing workers in Renton built and delivered 372 737s

in 2009, which was a record, Boeing's chief financial officer, James Bell, told Wall Street on Jan. 27.

Those planes have an average list price of around \$69 million apiece – although

with discounts, customers typically pay closer to \$46 million. Even at the discounted price, the efforts of members in Renton resulted in almost \$17.3 billion in revenues.

Meanwhile, the 777s delivered from Everett have an average list price of around \$249 million – or roughly \$174 million after discounts. That makes the value of the 88 planes built and delivered by Machinists there something close to \$15.3 billion.

Across Boeing's Commercial Airplanes business, total revenues increased to just over \$34 billion, Bell told stock analysts.

Looking ahead, Boeing CEO Jim McNerney told Wall Street the Company will go ahead and cut back production on the 777 in mid-year, as previously announced. But 737 production will remain at the current record-setting rates "into the foreseeable future," he said.

Boeing faces steep challenges in 2010, namely getting the first 787s and 747-8s certified and delivered, McNerney said. But while "the challenges ahead are sig-

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Union Wins Upgrade Pay for 787 Mechanics

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happened, and how they could get paid what they were owed.

"We tried to go to Boeing Human Resources, and got no results," DiDominicis said. He said they also enlisted their supervisor, Dan Niguidula, who also went to bat with HR, but he got nowhere either.

They kept doing the Grade Six work – and getting the Grade Four pay – until just before Thanksgiving, when they contacted District 751 Steward James Williams. Williams heard their complaint, collected their documentation and went to Coty, who took up the issue with HR in early December. That was the key, Coty said. "It's a credit to our Stewards."

At first, Coty said, the Company maintained that there had been no error. But after Coty insisted, the Everett HR office reviewed the records and discovered "they'd made a mistake, and they didn't

know how it happened."

They did know how to make it right, however. Just before Christmas, the five mechanics got the additional pay they had coming for their 11 weeks of Grade Six work. Added together, the five members collected nearly \$6,800.

"It was a nice Christmas present," DiDominicis said.

But, the story doesn't end there.

Because they'd done so well with their Grade Six work, all five were offered permanent promotions to the higher grade, effective in late January. The only glitch: officially, their temporary promotions expired the first week of December, meaning they would revert to Grade Four status, even though they were still assigned to do Grade Six work.

Coty kept working the issue with HR to ensure the five got paid for the work they actually did. Craig said he was con-

fident it would be resolved in their favor, now that the Union was involved.

"As far as I looked at it, it is money in the bank," Craig said. "I know we'll get paid for it – it's just a matter of when."

And sure enough, just as the *AeroMechanic* went to press, Coty was notified that the Boeing HR staff in Everett was processing the paperwork to get the five members paid for the Grade Six work they'd done in December and January as well.

So there's an additional pay bump coming, he told the five members, on top of what they got in December.

It's another clear example of the value of having a Union to help out when you're going up against the corporate machine, Coty said. "It's always got to be the Union that steps in and says 'You did this and here's what you've got to do to make it right.'"

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POLITICAL ACTION

IAM Leaders Work with Legislators to Grow Industry

As the Legislative session began in Olympia, Machinists Union leaders were there – meeting with officials to help promote a stronger aerospace presence in the state, to set the record straight on the 787 second line talks, and build coalitions to ensure family-wage aerospace jobs remain a vital part of our state's economy.

District President Tom Wroblewski, plus Aerospace Coordinator Mark Blondin and General Vice President Rich Michalski emphasized that for decades the Machinists Union has been fighting to maintain and grow family-wage aerospace jobs in this state, as well as establishing a floor of employment standards for high-skilled jobs in this region.

Union leaders presented the Machinists perspective on history with Boeing since the McDonnell Douglas merger and how that merger changed Boeing's relationship with its employees, the unions and this state. Since then, the Union has successfully fended off relentless demands to reduce or eliminate benefits – in an effort to preserve the family-wage aerospace jobs for this state. At the same time, the Union continually has worked with Boeing to give it the flexibility to remain successful and profitable – despite its bad business decisions.

The Union pointed out that contrary to Boeing's portrayal, 95 percent of our contracts (and we have 40 in the state) are settled short of a strike. Boeing is the only employer we negotiate contracts with that always has the potential for a strike – because of attempted benefit takeaways and moving jobs out of state.

Discussion also centered on the recent decision to place the second 787 line in South Carolina. GVP Michalski expressed surprise and stated, "We thought the \$3.2 billion tax incentives in 2003 ensured ALL 787 assembly." Many legislators agreed.

All parties agreed on the need to work together and build coalitions to not just maintain, but grow the aerospace industry for this state. Discussion focused on working together to protect this vital industry, best investments for state resources, and how to utilize the tremendous skills and workforce in the region.

Effort to Stop Proposed Community Transit Cuts

District 751 is asking the directors of Community Transit in Everett to rethink their plans to cut bus service that hundreds of Union members use to get to work each day at Boeing.

Budget shortfalls may make some cutbacks inevitable, District 751 Legislative Director Larry Brown said. But while the Union "understands the need to make changes" to address the budget reality, "we suggest your proposed service changes will have unintended consequences,"

Brown wrote in a letter to the Community Transit board.

Community Transit is faced with cutting \$5 million from its budget for

2010, plus another \$11 million in 2011. To do this, administrators have proposed a series of cuts, including dropping most early-morning bus service, as well as all Sunday and holiday trips.

Community Transit's board will hold a final public hearing on the proposed changes at 3 p.m. Feb. 4 at the agency's office at 7100 Hardsen Road in Everett. Brown – who credited Everett Steward Steve Johnson and Business Rep Jon Holden for bringing the matter to the Union's attention — urged members who live in Snohomish County to attend the meeting and speak out.

The Community Transit board will vote on the changes March 4, which if approved take affect in June.

For the Union, the problem is that plans now call for eliminating most bus service before 6 a.m., and doing away altogether with early-morning runs to Boeing's Everett plant from Gold Bar and Stanwood.

More than 13,000 Machinists work at the Everett site, and of those, more than half are on first shift, meaning they start work before 6 a.m., Brown told the transit board.

In addition, because those hundreds of Boeing workers won't be riding buses to work in the morning, they also won't be riding them home in the afternoon, Brown pointed out. "This will create underutilization of the service during the midday."

Amalgamated Transit Union Local 1576 also opposes the cuts, which could eliminate jobs for 55 drivers.



Above: A group of legislators met with Machinists Union leaders in Olympia.



Photo left: Aerospace Coordinator Mark Blondin, District 751 President Tom Wroblewski and General Vice President Rich Michalski address the legislators.



Photo right: L to R: Rep Steve Conway, Wroblewski and Blondin discuss expanding aerospace jobs.

Photo Left: Michalski describes to Senator Karen Fraser IAM efforts to land the second 787 line.



Union Secures Federal Aid for Pexco Workers

IAM-represented workers at Pexco in Union Gap aren't facing any immediate layoffs. But if their company's new owners – New York-based private equity fund Saw Mill Capital – should in the future decide to cut jobs and ship more of their work south to Mexico, the Pexco workers will be able to draw on a wide range of job-retraining benefits through Trade Act assistance, thanks to pro-active work done by District 751 and the Washington State Labor Council.

"It'll be the best-possible case in the worst-possible scenario," said Business Rep Steve Warren.

District 751 represents 118 workers at Pexco, which was known as Filtrona when they voted to join the Union back in 2007. The company was later sold to the new owners, who renamed it in 2009. Members there make a range of extruded plastic parts for the automotive and aerospace industries. Pexco is a supplier on the Boeing 787 and 737 programs, and it sells after-market aircraft interior parts to airlines that fly planes built by Boeing and Airbus.

Since the new owners came in, they've moved a portion of the work from Yakima to another plant the company owns in Mexico, Warren said. So far, the amount of work transferred hasn't been enough to trigger widespread layoffs – only one person has lost their job, Warren said.

But with the potential existing for more work to be offloaded, District 751 went to work to see what could be done to help members at the plant, just in case. Warren and District 751 Legislative Director Larry Brown teamed with Chelsea Orvella of the State Labor Council and were able to get workers at Pexco pre-qualified for benefits under the federal Trade Adjustment Act. The ruling extends the benefits to all workers at the plant – including contract workers from a temporary services agency and non-Union Pexco employees.

Boeing Contractors Approved for TAA

Thanks to action by District 751 and the Washington State Labor Council, the U.S. Department of Labor in December ruled that employees of 27 different contractors who work at Boeing are qualified for assistance under the Trade Adjustment Act.

The new ruling covers contractors working at Boeing Commercial Airplanes sites in Puget Sound and Portland who were – or could be – laid off from March 22, 2008, through Oct. 19, 2011 – and are employees of Comforce Corp., Adecco, Multax, Inconen, CTS, Hi-Tec, Woods, Ciber, Kelly Services, Analysis International Corp., Comsys, Filter LLC, Excell, Entegee, Chipton-Ross, Ian Martin, Can-Tech, IT Services, IDEX Solutions, Media Logic, HL YOH, Volt, PDS, CDI Corp., Teksystems, Innovative Systems Inc., and Murphy & Associates.



Members at Pexco hear about TAA benefits available if they should get laid off in the future.

Anyone laid off between Nov. 23, 2008, and Dec. 29, 2011,

will be able to apply for them.

The Act provides a broad range of federal aid to workers who have lost their jobs due to foreign competition, including cash for workers to enroll in up to two years of training for new jobs, along with up to 156 weeks of benefits similar to unemployment insurance and a tax credit that covers 80 percent of their health insurance premiums while they're retraining.

Last fall, the Union was successful in convincing the U.S. Department of Labor to award the benefits to laid-off Boeing workers; those benefits recently were extended to contractors who worked at Boeing as well (see box below left for list of specific contractors).

Pexco is one of four Eastern Washington companies that 751 petitioned the Labor Department for aid in the event of layoffs. The Pexco application, which was filed on Nov. 30, was the first to be ruled on – the decision that the workers there are eligible came back in 30 days.

That's largely because management at the Pexco plant was cooperative in the process, Warren said. "They were very open to getting these benefits for their workers and provided us with everything we needed."

District 751 is going to do all it can to keep the work in Yakima, District President Tom Wroblewski said. But getting the Trade Adjustment Act benefits pre-approved for members at Pexco and the other Eastern Washington companies will provide "a substantial safety net" for workers whose companies insist on sending American jobs overseas.

Helping members get through a layoff and back to work is one of the most-important things the Union does, Wroblewski said. "Just because you're not drawing a paycheck that doesn't mean we're not fighting for you."



L to R: Business Rep Jon Holden, Stewards Kim Dove and Paul Veltkamp discuss the impact bus service cuts would have on workers at the Everett plant.

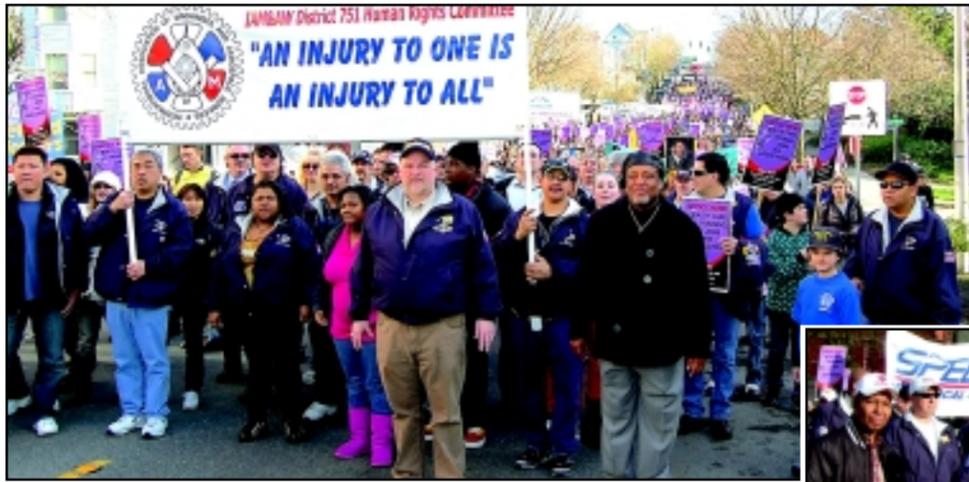


751 Members March in MLK Celebrations

Although it is not recognized as an official holiday by most employers, many 751 members took time off to take part in the local Martin Luther King, Jr. celebrations in Everett and Seattle. These members acknowledged the incredible contributions Dr. Martin Luther King Jr made to human rights, civil rights, and the labor movement, and the work that must still be done. Many brought their children and families to the events.

The celebration in Seattle is one of the largest and one of nation's longest-running MLK events at 28 consecutive years. This year's theme "Justice Now! Health Care, Housing, Jobs and Education" was carried throughout morning workshops, an inspirational rally and a march from Garfield High School to the Federal Courthouse.

The Everett event featured a moving recreation of King's "I Have a Dream" speech, as well as a rally and march.



District President Tom Wroblewski, Business Rep Emerson Hamilton (who chairs the Human Rights Committee) led the 751 delegation in the MLK march in Seattle.



Steward A.C. Darby spoke at the Seattle rally.



751 delegates marching in Seattle.



District 751 Stewards Mark Heikell and A.C. Darby listen as Reginald Gilling recreates Dr. Martin Luther King's "I have a Dream" speech during MLK celebrations in Everett.



Samuel Shannon Jr. and Noah Charleston (son of 751-Steward Lem Charleston) spoke at the Seattle rally.



Wilson 'Fergie' Ferguson brought family members for this year's rally and march.

March 1912: Remembering the Women Who Won Bread...and Roses, too!

by Rosanne Tomy

It was on March 12, 1912 that the first strike led mostly by female, immigrant workers ended with contract gains never seen before in the textile industry. The textile strike that began on January 12 of that same year saw a workforce of 30,000 workers exit the many mills in Lawrence, Massachusetts. Most commonly called the "Bread and Roses Strike," it was the first strike in the nation to show big business that immigrant women workers were capable of standing up for themselves.

In the early 1900s, Lawrence outranked all other textile centers in woolen production. The American Woolen Company, the largest of its textile manufacturers managed nearly forty factories, boasted a yearly output of goods worth \$45 million, and employed 40,000 people.

Once hired in the textile factories, workers quickly realized that the pay was far from fair. The income was so meager that families often lived 10 to a small apartment just to afford rent. Worse, the working conditions made injuries almost certain – and death a sure possibility.

According to Dr. Elizabeth Shapleigh,

a physician in Lawrence at the time of the strike, a high number of children died "within the first two or three years of beginning work." Grown men and women weren't safe from the high fatality rate in the factory either – with 36 of every 100 workers in the mill killed before the age of 25. In an interview, the doctor explained that "because of malnutrition, work strain, and occupational diseases, the average mill worker's life in Lawrence was over twenty-two years shorter than that of the manufacturer."

On January 1, 1912, working conditions at the textile mills swiftly went from bad to worse. Responding to a new Massachusetts law that reduced work weeks for women and children from 56 to 54 hours per week, mill owners sped up machines by 50 percent and cut employee pay. Eleven days later, having been unaware of the pay-rate changes, workers at the Lawrence mills got their paychecks. Shorted 32 cents, the workers stopped the looms and marched out of the mills yelling "short pay, short pay!"

With help from the Industrial Workers of the World (I.W.W.), a strike committee was quickly formed. In the interest of equal representation of each of the 25 different nationalities held by the strikers, two committee members were elected from each group. Immigrant workers from Germany, Poland, Lithuania, Syria, and many other countries came together in solidarity.

Under the determined leadership of the I.W.W., the strikers demanded a 15 percent wage increase, a 54 hour workweek, double pay for overtime, and an agreement by the employer not to discriminate against workers for strike participation. The strike committee met every morning and picketers quickly took up post outside the factories. Vocal about the fact that their wage reduction equaled three loaves of bread per week, the strikers shouted lines from a 1911 poem by James Oppenheim, "Bread and roses, Bread and roses!"

Almost immediately, Mayor Scanlon ordered private militiamen, the state militia, and the state police to patrol the streets and control the strikers. According to one of the first responding offic-



Left: A Cornell University photo of the strikers. They lined the streets changing "Bread & Roses!" Below: Ran in the Mar. 12, 1912 "Industrial Worker."



ers, the militiamen "rather enjoyed going down there to have a fling at those people." Strikers were beaten, clubbed, arrested and drenched by big hoses in the freezing winter weather. Still, they stood strong.

To fight the constant arrests for loitering, strikers earned the honor of being penned the "inventors" of the moving picket line. They "linked arms and formed a moving human chain" that wove around the mills all day long. Walking together, the women of all different nationalities sang "As we come marching, marching, we bring the greater days. The rising of the women means the rising of the [human] race."

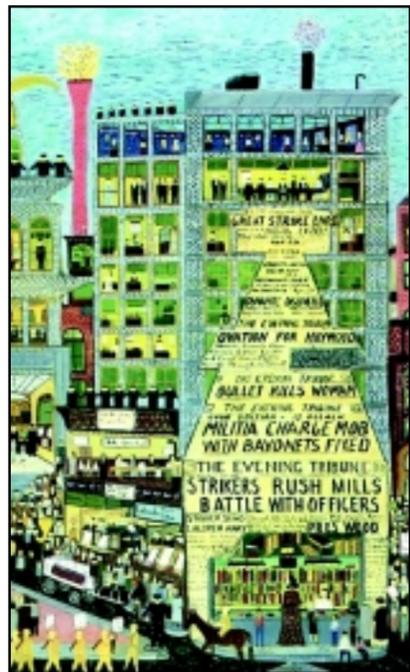
The violence against the strikers got worse each day and on January 29, female striker Anna LoPizzo was killed when police attempted to break the picket line. Though witnesses all reported that a Lawrence police officer had shot LoPizzo, I.W.W. leaders Joseph Etor and Arturo Giovannitti were arrested as accessories to murder. Refused bail, Etor and Giovannitti served eight months before charges were dropped.

With the labor leaders detained, violence against strikers increased. After a 15-year old Syrian boy was brutally murdered by a militiaman's bayonet, strikers began sending their children to stay with sympathetic families in other cities. Over 192 children fled to New York. There, the children participated in a march that brought the plight of the Lawrence strikers to national

attention. Angered by the publicity the exodus was receiving, Lawrence authorities ordered that no more children leave the area.

Finally, tensions came to a head on February 24 when 150 children and their parents again went to the train station. Militiamen surrounded the railroad station, tore children from their parents, and dragged women and children to military trucks where they were clubbed and beaten. Later, a Women's Committee member testified under oath as to what happened that day between the militiamen and the families of Lawrence: "The mothers and children were thus hurled in a mass and bodily dragged to a military truck and even then clubbed, irrespective of the cries of the panic-stricken mothers and children. We can scarcely find words with which to describe this

Continued on page 8



Ralph Rasanella's painting titled "Lawrence 1912: The Great Strike."



Children of the strikers were sent to sympathetic families in other cities to escape the violence in Lawrence.

INFO ON MEDICAL/DENTAL COVERAGE AT BOEING

Information for Members on Selections Regarding Prescription Coverage

Last year Boeing determined it was more cost effective to have Medco manage the prescription drug services for those enrolled in both the Traditional Medical Plan and Selections plans. This information was announced during the fall open enrollment. The contract language and benefits have not changed.

Effective January 1 everyone in Selections should have received two new cards – one for their health care and one



Members on Selections received a new prescription card from Medco.

for Medco prescriptions. If you are in Selections, your prescription card must be presented the first time you visit a retail pharmacy in 2010 -- even if it is to refill an ongoing prescription. If you have

not received your new card, you can call Medco Member Services at 1-800-841-2797 to request your new member ID number.

If you are in Selections, it is important to verify that your retail pharmacy is in

the Medco network. If you use one that is not in the Medco network, you will be responsible for the full costs of the medication. You can find out if your current pharmacy is in the network or find one close to your home by using their website at www.Medco.com.

Again, the prescription drug and contractual benefits are unchanged. However, Medco has a slightly different formulary or preferred drug list than Selections had before. Most will pay less for their drug formulary changes. Some drugs may fall in a different category of the formulary, and therefore cost slightly more, but this situation should affect only a very few participants. The co-pays for a 34-day supply remain at \$5 for generic, \$15 for formulary brand-name, and \$30 for nonformulary brand-name.

On-Going Prescriptions? Consider 90-Day Mail Order to Save Money

If you have ongoing prescriptions, you may also want to sign up for the 90-day supply mail order pharmacy which can save you money on your co-pays (see chart left).

To get started with mail order ask your doctor to write a prescription for a 90-day supply (with refills) and mail it to Medco on the order form available at www.medco.com. Some doctors will fax new prescriptions for their patients. If your doctor does, you will need to provide him/her with your new Medco ID number.

Dental Cards Issued for Boeing Coverage

Washington Dental Service, which provides coverage to our members at Boeing, is issuing dental cards (similar to medical insurance cards), which will be mailed on January 25.

This is so the providers can use an ID number for billing instead of a Social Security number.

In terms of the WDS cards:

- Members in the Premier (Incentive) plans will get two ID cards per household with each family member using the same member ID as the subscriber (like on the medical plans).



- Members in Prepaid plans will each get an ID card with their dentist name listed on the card.

- Members may call WDS to request additional ID cards, or they can go online at www.deltadentalwa.com/boeing and print an ID card from the website.

For many, this will be the first time members have ID cards for dental care, but it is done to alleviate the need to provide Social Security numbers when obtaining dental care.

Boeing IAM 751 Active and Early Retirees - Regence Selections Prescription Drug CoPayments		
	Up to a 34-day supply at a participating retail pharmacy	Up to a 90-day supply through the Medco Pharmacy (mail order)
Generic Drugs	You pay a \$5 copay for generic drugs at retail	You pay \$10
Formulary brand-name drugs	You pay a \$15 copay for formulary brand-name drugs at retail.	You pay \$30
Non-formulary brand-name drugs	You pay a \$30 copay for nonformulary brand-name drugs at retail.	You pay \$60

NOTEWORTHY NEWS

MEDCO Issue Being Worked for TMP

The Union learned some members at Boeing enrolled in the Traditional Medical Plan between Dec. 29, 2009 and Jan. 9, 2010 who tried to get a 100-unit supply of prescriptions were limited to a 34-day supply.

Medco is aware of the issue and is working on a fix, but it was not confined to just Boeing employees so they want to develop a "global solution."

Again, this only impacts those on Traditional Medical Plan who have been recently denied a 100-unit supply for a prescription from a retail pharmacy for Medco.

Boeing Changes L&I Administrators

Effective Jan. 1, 2010, Boeing has selected Sedgwick CMA to administer its workers' compensation claims (replacing Broadspire). Express Scripts will continue to provide pharmacy services for workers' compensation prescriptions; however, a new ID card was issued effective Jan. 1, 2010.

Members with open L&I Claims were notified of this change and the new contact information.

New Health Administrator in 2011

On January 13, Boeing announced effective January 2011 they are changing medical administrators from Regence Blue Shield to Blue Cross Blue Shield of Illinois. We have a contract in place so all benefits and services remain the same. We will provide additional information as it becomes available.

Safer Hospitals Can Save You Money on the Traditional Medical Plan

Hospital Safety Incentive Program

Whether you are newly enrolled or recently renewed with the Traditional Medical Plan, the Hospital Safety Incentive Program can reduce your out-of-pocket expenses for hospital care.

Here's how it works:

When you need inpatient, outpatient or emergency room hospital care, you can receive **100 percent** coverage instead of your standard network coverage when you receive services at a hospital that meets The Leapfrog Group's safety requirements for the care you need.

The Leapfrog Group is a non-profit organization that measures safety in American hospitals. It created safety standards designed to limit the occurrence of medical errors in hospital settings and publishes the names of hospitals that meet those standards.

What are the standards?

Hospitals are measured according to their successful implementation of the following:

- **Evidence-based Hospital Referral (EHR):** Extensive experience in performing specific complex procedures and treating particular concerns resulting in better outcomes.

- **Computerized Physician Order Entry (CPOE):** Using a computerized prescription system that alerts physicians to drug interactions and helps eliminate confusion over paper prescriptions.

- **Intensive Care Unit Physician Staffing (IPS):** Intensive Care Units are staffed with specialists who focus on the care of critically ill and injured patients.

How the Incentive Program works

To qualify for the increased coverage, services must be provided at the hospital's address as listed by the Leapfrog Group. Inpatient, outpatient and emergency room services all apply. The hospital must meet the patient safety standard on your admission date for inpatient services, or on

the date of service for outpatient care. Coverage is based on your primary diagnosis, and benefits are subject to all terms of the plan.

For the procedures listed below, you will need to use a hospital that meets the **EHR standard** described above:

- Abdominal aortic aneurysm repair
- Coronary artery bypass graft
- Esophagectomy
- High-risk deliveries



Members on Traditional Medical Plan can cut out-of-pocket expenses by having surgery performed at hospitals that meet certain safety standards.

and Neo-natal Intensive Care Unit (NICU) care

- Pancreatic cancer resection
- Percutaneous coronary intervention

For **any other** inpatient, outpatient or emergency room care, you will need to use a hospital that meets the **CPOE and IPS standards** described above.

For lists of approved hospitals, visit their Web site at www.regence.com/boeing or call Boeing Customer Service at 1 (800) 422-7713.

DID YOU KNOW?

Regence members on any Regence plan have access to **myRegence.com**, driven by the Regence Engine®. Its Web site for members and your complete source of health and wellness information. On **myRegence.com**, you can access your claims 24/7, use instant chat function and earn rewards for healthy living habits.

IAM/BOEING JOINT PROGRAMS

Tomala Appointed as Everett Joint Programs Administrator

Members in Everett gained a new advocate for training and safety with the appointment of Stosh Tomala as IAM/Boeing Joint Programs Administrator from the Union side.

Stosh brings a wealth of Union involvement and leadership combined with years of experience in safety and training – making him a natural fit for his new position.

At Joint Programs, he is assigned to the Flight Line, 747 and 777 programs. He has tackled his new position with the same enthusiasm he brought to other leadership roles – most recently serving as Local 751-A President, District Vice President and District Council member. For more than 21 years, Stosh

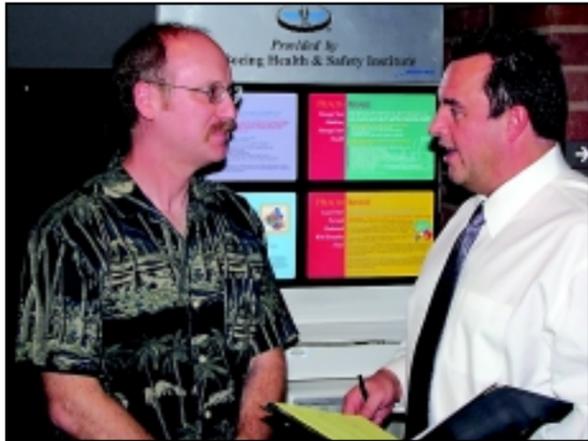
has been active in the Union and inspired others to get involved – whether it is knocking on doors in an organizing campaign, assisting with a community service project, phone banking on a legislative issue, lobbying officials in Olympia and Washington DC, or working a contractual issue for members in his area.

Stosh also has a rich history with Joint Programs. On the safety side, he served on the Plant II Site Committee for ten years – working continually to make the workplace safer, coordinating safety

affairs, creating the Propulsion System Division Safety Team, and as a member of the District's Safety Committee.

While working in the Propulsion Division, he became involved in the Quality Through Training Program and served on the site advisory committee – helping to bring new resources to the members. He recognized the value of Quality Through Training Program Education Assistance and utilized the benefits to advance his own education. Having an A&P License, Stosh navigated the Employee Requested Transfer (ERT) system and landed an upgrade as an AMT on Seattle Field. This first hand knowledge of the Career Guides, Education Assistance and ERT process provide a strong background for serving our members.

Stosh looks forward to helping deliver the resources members need for a safe workplace and training to fit the ever changing workplace demands and career goals for their future.



Joint Programs Union Administrator Stosh Tomala (r) discusses safety issues with Everett Flight Line Steward Dan Swank.

March 1, 2010 is the Deadline for 2009 Safety Shoe Reimbursement

Now that the holiday break is behind us and a new year has begun, don't forget to apply for safety shoe reimbursement for your shoes purchased in 2009!

Each year IAM/Boeing Joint Programs allows a grace period for employees to take care of their previous year's safety shoe business. March 1, 2010 marks the deadline for turning in applications for safety shoe reimbursements for purchases made in 2009.

Applications for 2009 purchase reimbursement received after March 1, 2010 will not be accepted. Your ORIGINAL ITEMIZED RECEIPT is required to process your reimbursement

Now is also a good time to review the reimbursement guidelines on IAM/Boeing Joint Programs website, and browse the frequently asked questions for any possible changes. IAM/Boeing Joint Programs would like to encourage you to check back occasionally to make sure you don't miss any important information or updates.

Questions can be directed to your local IAM/Boeing Joint Programs office. For Puget Sound call (425) 965-4300 or 1-800-235-3453 or get an application online by visiting the web page at http://www.iam-boeing.com/shoe_general.cfm

Check out all the benefits and services that IAM/Boeing Joint Programs has to offer by visiting <http://iamboeing.web.boeing.com> on the Boeing Intranet or www.iam-boeing.com from your home PC.



Safety Corner: Texting on the Job an Overlooked Hazard

You've heard about the risks of texting while driving. But what about texting while walking or working? As texting becomes more and more prevalent, the dangers increase exponentially because attention is no longer focused on where you are going. The answer: Think safety!

How many times have you seen a co-worker, a supervisor or another employee walking down the transportation aisle while sending or checking a text message? We've all chuckled when someone walks into a post or bumps into another person. But what if they step in front of a forklift or another vehicle traveling through the factory?

Cell phones and text messaging are creating new and challenging safety issues – whether it is drifting out into the transportation aisle rather than staying on the pedestrian lane, missing a step and twisting an ankle going up stairs, or stumbling on a cord in your work area – the distraction multiplies the chances of an accident or mishap.



Sending a quick text message while walking can provide enough distraction to collide with a vehicle, another person or object.

Even the most skilled texter has probably had one or two near run-ins with a door, another person or even moving vehicles.

The parking lot is another place where texting seems to distract people. Hurrying to send that last message before starting work, you may not see someone who is leaving the factory or rushing to

get to work on time.

According to the *New York Times*, just over 1,000 pedestrians visited emergency rooms in 2008 because they got distracted and tripped, fell or ran into something while using a cellphone to talk or text. That's twice the number from 2007.

With all the equipment, vehicles and people moving through the factories, keep your focus on the task at hand. If you need to text, wait until breaks or lunch when you are sitting and can focus on it. In our busy lives, don't let texting be another distraction that could lead to injury. TEXTING WHILE WALKING OR WORKING IS DANGEROUS.

Excessive texting can also lead to carpal tunnel - which can be painful and hamper job performance.

Finally, be aware that cell phones MUST be turned off in hazardous locations, which include confined spaces when flammable or combustible chemicals are in use, in spray buildings, paint hangars, near fueled aircraft and in paint and solvent storage rooms.

Workshops Can Help You Plan Financial Strategy for Your Retirement

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 Frederickson.

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 wants a comfortable retirement or 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.

Upcoming Boeing Retirement

To register call QTTP at 1-800-235-3453.

QTTP Auburn, 1102 15th St. SW, 17-239.1 Bldg.

Feb. 11 OR Aug. 12

Noon to 2 pm AND 3 pm to 5 pm

QTTP Everett, 7710 Evergreen Way, 7-61 Bldg.

April 15 OR July 22 OR Oct. 21

11:30 am to 1:30 pm OR 3 pm to 5 pm

QTTP Tukwila, 6840 Fort Dent Way, 7-68.2 Bldg.

Feb. 18 OR May 20 OR Aug 19 OR Nov 4

11:30 am to 1:30 pm OR 3:30 pm to 5:30 pm

Terwedo Retirement Readiness Workshop

QTTP Everett Office, 7710 Evergreen Way, 7-61 Bldg.

Feb 25 OR Mar. 9 11 am to 1 pm OR 3 pm to 5 pm

To reserve a seat at Everett, call 425-776-0446

Personal Money Management Seminar

QTTP Everett Office, 7710 Evergreen Way, 7-61 Bldg

Feb 17th OR Mar. 17th from 11 am to 1 pm OR 3-5 pm

To reserve in Everett, call Monica at 425-342-9973

QTTP Tukwila Office, 6840 Fort Dent Way, 7-68.2 Bldg

Feb. 25th OR Mar. 18th from 11:30 am-1:30 pm OR

3:30-5:30 pm. To reserve a seat, call Brenda at 425-965-4274

QTTP Auburn Office, 1102 15th St SW, 17-239.1 Bldg.

Feb 16th OR Mar. 16th from Noon to 2 pm OR 3-5 pm

To reserve a seat, call Marilyn at 253-657-2688

QTTP Frederickson, 24-60 Bldg, Conf Room 11G47.1

Mar. 9th from Noon to 2 pm OR 3-5 pm

To reserve a seat, call Ruth at 253-887-4766

751

Machinists continuing hand to others throughout the holiday season and the New Year.

Just before Christmas, machinists volunteered to help the United States Marine Corps with their 75th anniversary.

Members first volunteered to pick up thousands of locations throughout the area.

The following two days, volunteers helped disassemble the Field Event Center - tables - which were brought in to help distribute candy and stocking tables.

Over the winter break, members and their families filled the Harvest Warehouse with gifts for the less fortunate. M



Filling the boxes with gifts at Northwest Harvest.



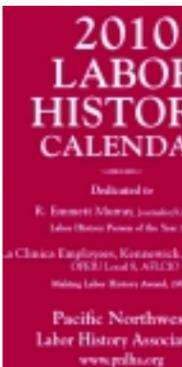
Steward Rita McMillan holding a perfect gift for her child.



Over 50 members at a distribution event just before the holidays.

Labor History

You can get your copy of the 2010 Labor History Calendar by purchasing a 2010 Labor History Calendar for \$5. The District 751 Labor History Committee has these available for purchase at Everett and Auburn Halls.



Volunteers Continue to Make Life Better for Others

ued to lend a help-
in the community
ay season and into

mas, over 50 Ma-
to help the Salva-
Toy N Joy program.
ed their trucks to
donated toys from
Puget Sound.

days our members
tribute toys at Qwest
serving as personal
ividuals find the per-
ren, staffing the toy
oken down by age -
d stocking stuffers,

reak, 751 members
lled the Northwest
in an effort to help
Members packaged



Above: Many of the 751 volunteers and their families who turned out to help package frozen corn at the Northwest Harvest Warehouse on December 29.

thousands of bags of frozen corn, which will be shipped to food banks throughout the state. Taking over the warehouse during the holidays has become a tradition for many 751 members and their families.

In addition, members continued to prepare and serve meals at area missions several weekends a month, as well as building wheelchair ramps, and coordinating other activities to help those in need.



as one of the last volunteer stations
est warehouse.



Kids help seal the corn bags before boxing them up.



It was quite an operation at Northwest Harvest. Volunteers first bagged the corn, then sealed the bags, placed them in 15-pound boxes and sealed them for shipping.



illan helps a mom find the
daughter.

Photo right: Ed Lutgen and Steward Tyrone Davis kept the 7-10 year old table stocked with toys.



L to R: Tom Lindberg, Rob Curran, George Braun, Clark Fromong and Vennie Murphy were a few helping to prepare and serve meals recently at the Tacoma Rescue Mission.



took part in the Salvation Army Toy N Joy
efore Christmas. Above a Steward serves as a
o help locate the right gift for their children.



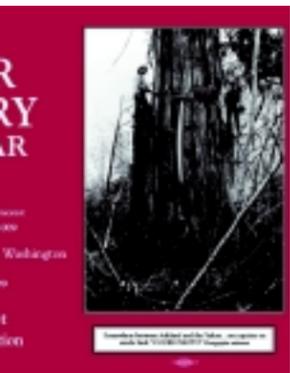
Michael Byrne, Monica Baker, and Brett Coty work the stocking stuff table at the Salvation Army Toy N Joy distribution event.



Retired member George Braun volunteered at the Toy N Joy Salvation Army event.

Labor History Calendar \$5

labor history all year long by
abor History Calendar for just
1 Labor History & Education
e educational calendars avail-
t the Everett, Seattle, Renton,



751 Promotes National Wear Red Day - February 5

National Wear Red Day is a day of action to show support for women and heart disease awareness. On Friday, February 5, women and men across the country can unite in the national movement to give women a personal and urgent wake-up call about their risk of heart disease. Everyone can participate by showing off a favorite red dress, shirt, or tie, or by wearing the Red Dress Pin—to help spread the message that “Heart Disease Doesn’t Care What You Wear, It’s the Number One Killer of Women.”

Although significant progress has been made in increasing awareness among women that heart disease is their #1 killer (from 34 percent in 2000 to 69 percent in 2009) most fail to make the connection between its risk factors and their personal risk of developing heart disease. In fact, this disease kills one out of every four American women.

To find out more about women and heart disease, visit The Heart Truth Web pages at www.hearttruth.gov or call the NHLBI Health Information Center at 301-592-8573.



Members joined the 751 Women’s Committee in National Wear Red Day to promote healthy hearts and raise awareness of heart disease for women.

751 Earns Organizing Award as Top Recruiter

District 751 won another prestigious award last year – the Annual Organizing award. The award is presented to the District that unionizes the most new members in the Western Territory. The contest runs from July 1 through June 30.

General Vice President Gary Allen made the presentation at a District Council meeting last fall.

“751 Lead Organizer Jesse Cote Jr has done an outstanding job recruiting people to knock on doors and work the various campaigns,” stated District President Tom Wroblewski. “Word has spread and workers from other companies are calling us and requesting representation to get fair wages and benefits.”



General Vice President Gary Allen (l) presented District President Tom Wroblewski with the Western Territory Organizing trophy for unionizing the most workers in the Territory.

Aero Mechanic Newspaper Wins Awards

District 751 recently received top honors for the *Aero Mechanic* newspaper in the International Association of Machinists annual newsletter and website contest.

The newspaper took first place in both the general excellence and layout and design categories. The paper also received a third place for best feature story.

The *Aero Mechanic* newspaper also received awards from the International Labor Communication Association, which competes with labor publications from all unions across the United States. The *Aero Mechanic* took first place in



International President Tom Buffenbarger (center) presents Connie Kelliher (l) and Ed Lutgen with the IAM Newsletter and Website Awards.

publication design and first place for original cartoon with “Hands Off Our Health Care”

District 751’s website also received two awards: second place for best layout and design and third place for general excellence.

March 1912: Remembering the Women Who Won Bread...and Roses, too!

Continued from page 4

display of brutality.”

In the wake of such brutality, public support for the Lawrence strikers swelled and a congressional investigation was called. At the beginning of March, the testimony of the strikers began. One of the most moving testimonials came from 14-year-old Camella Teoli. She, along with many other children working in the factories, had been sought-out by company recruiters before she was of the legal working age. Offered papers that would “prove” her over the age of 14, her father paid \$4 to get her working in the factory. Camella painted an awful picture for the courtroom – a picture that horrified President Taft’s wife, who had come to witness striker interviews. She testified that her workdays were long, her pay had been withheld and she’d been forced to pay 10 cents every two weeks for water while at work in the hot factory. Worst of all, the little girl had fallen victim to the lack of safety standards within the factory. While working as a “twister,” the machine that she was working with scalped her, requiring a seven month stay in the hospi-



Militiamen aim their bayonets at the peaceful strikers during the 1912 textile strike.

tal with no pay from the company.

With overwhelming public support for the strike growing, mill owners realized that the investigation could potentially threaten their tariff protections. On March 12, they conceded to the demands of the strikers. By the end of the month, the children staying in foster homes away from the violence were able to come home and textile workers throughout all of New England saw wage increases.

The Bread and Roses Strike and the investigation that followed provided fodder for and increased awareness of the continual fight against child labor. And more than any other event before its time, the strike left in its wake an understanding that females, immigrant laborers, and children had a voice.

In a 1912 issue of *Forum* magazine, literary critic Kenneth McGowan wrote that “whatever it’s future, the I.W.W. has accomplished one tremendously big thing...and that is the individual awakening of ‘illiterates’ and ‘scum’ to an original, personal conception of society and the realization of the dignity and rights of their part in it.”



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Name: _____

Address: _____

City: _____

State/Province: _____

Zip/Postal: _____

Country: United States Canada

Phone: _____

Cell Phone: _____

E-mail: _____

Union: _____ Local #: _____

Your Union Status: Active Retired Family Member

Do you: Hunt Fish Both

Method of Payment: Check Money Order Credit Card

Please fill out this information only if paying by credit card.

Credit Card Type:

Visa Mastercard American Express Discover

Name on Card: _____

Credit Card Number: _____

Expiration: _____

Your Signature: _____

Mail this completed application to:

Union Sportsmen's Alliance

3340 Perimeter Hill Drive Nashville, TN 37211

RETIREMENT NEWS

January Retired Club Meeting Minutes

by **Ruth Render**,
Retired Club Secretary

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

M/S/P to suspend the regular order of business so that newly elected Officers could be sworn in.

All Officers were sworn in by District President Tom Wroblewski:

- President: Al Wydick
- Vice President: T.J. Seibert
- Recording Secretary: Ruth Render
- Treasurer: Betty Ness
- Sergeant-at-Arms: Leroy Miller
- Trustees: Louise Burns
Michael Keller
John Guevarra

President's Report: Vice President T.J. Seibert welcomed President Al Wydick to the podium. Al reported that it has been a long road since December. He is getting better, but he is dealing with chemo now, which should be finished in March. Until then, he will attend the meetings as much as possible. He thanked T.J. for running the meeting and thanked the club for all of the prayers and support.

Vice President T.J. Seibert asked members to keep Al in their thoughts and prayers.

Roll Call of Officers: All Officers were present.

Financial Report: The report was read by Treasurer Betty Ness. **M/S/P** to accept.

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

Communications Report: Recording Secretary Ruth Render reported the club received a donation request from the Salvation Army. She also announced the Catholic Seamen's Club Luncheon, sponsored by District 751 on January 21. **M/S/P** to donate a \$50 gift card to the event for their raffle.

Business Rep Report: Business Representative Richard Jackson gave the BR report for January. Richard reported on



L to R: District President Tom Wroblewski swears in the 2010 Retired Club Officers: Ruth Render, Al Wydick, Mike Keller, Louise Burns, Leroy Miller, Betty Ness, T.J. Seibert and John Guevarra.

various activities at the Boeing plants to enforce the contract and applauded the efforts Stewards make every day to protect our members' rights.

District President Report: District President Tom Wroblewski thanked the club for the wonderful holiday luncheon that was held in December and wished everyone a Happy New Year.

Tom reported there are many things to think about as we start the new year. Last year, Boeing decided to build a duplicate 787 line in South Carolina, which was very disappointing. We know our members in Puget Sound build the best airplanes in the world. They always have and always will. Most importantly, Boeing's customers know that. We wouldn't be surprised if special requests are placed on new orders for Puget Sound-built aircraft.

In December, the 787 took flight for the first time – it was a great moment – that would not have been possible without our members and the other dedicated Boeing employees throughout Puget Sound. If the South Carolina plant gets up and running, the capacity there will only be three planes per month. In Washington, we will build over three times

that much – with 10 planes each month.

Another big issue in 2010 is working hard to ensure that the Air Force is equipped with American-made, Boeing tankers. Boeing has already built the best platform to build the tanker. Airbus has not, and their platform has already proven more costly – especially since it will require the military to modify their runways and hangars among other things. The 767 tanker is what the Air Force needs. We look forward to Boeing finally securing that contract.

Vice President T.J. Seibert thanked Tom, the District and Staff for their continuing support of the Retiree Club, including the luncheon that was held in December.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Walter Berg, Alan Brown, Thelma Brusha, Jacob Carterman, Byron Dickey, C.J. Findlay, Dale Gregory, Harry Hawk, Donald Hilstad, Lois Johnson, William Johnson, Irene Miller, G.C. Mitchell, Raymond Purvis, Gary Rousseau, Richard Russell, Perry Sherman, Jerry Shreve, Barbara Storgel, Cheri Swanberg-Wallace, and Leslie Taylor. Sympathy cards were

sent to next of kin.

Helen also reported that Frances Dinwiddie passed away on Saturday. She had been an active club member who came to the weekly meetings.

She noted that the next casino trip will be held on January 20. More participation is needed from club members. Most of the attendees are church friends and other groups. It's a great time and she would like to see more members of the retired club come out and join them. It takes 90 minutes to get there, they spend 4 hours at the casino, and then are back in Seattle by 4:30 pm.

Legislative Report: Carl Schwartz noted there are many bills coming up in the state Legislature that will impact retirees and senior citizens.

Carl reported that the yearly dues for the Retired Club's membership to the Washington State Alliance for Retired Americans are due. He made a motion to pay the \$100 annual dues. **M/S/P**

He added the Alliance for Retired Americans National Convention is April 5-8 in Las Vegas. Carl made a motion to send a delegate to the convention and ask

Continued on page 10

Judy Jackson Remembered for Pioneering Spirit

In December, District 751 lost a pioneer with the passing of Judy Jackson. Judy was a vital part of the Union for 34 years before her retirement in 2000.

Judy hired into Boeing in 1965 as a Lead on the AWAC program and immediately became active in the Union. She worked her way up through the ranks of Local A – beginning as a Union Steward, then serving as Trustee and progressing from there. She served as Local A Recording Secretary, Vice President and District Council delegate for a number of years. She was also the first woman president of Local A.

In 1990, Judy accepted a position as



one of the original Union Administrators for the newly established IAM/Boeing Quality Through Training Program. She served in that capacity for 10 years and was a driving force behind the Education Assistance program, which has helped thousands of members pursue their educational goals.

Her loving and selfless nature will be remembered by family and all those she touched throughout her life.

Photo left: Judy Jackson at her retirement party from the Union after 34 years of service in 2000.

Union Retirees:

- Congratulations to the following members who retired from the Union:
- | | |
|----------------------|--------------------|
| Jose Aflleje | William Hasbrouck |
| Patricia Amundsen | Michael Hogan |
| Bernal Andersen | Gerald Holdren |
| Jerry Anderson | Nancy |
| William Banks | Holland-Young |
| Bruce Bartlett | Norman Holman |
| Karen Bayne | Richard Jonson |
| Cynthia Blessing | Judy Kather |
| Ronald Boies | Susan Kellogg |
| Alex Boschok | Sandra Kelly |
| Glen Breshears | Vicki Kriss |
| Bill Brown | Edwin Lazaro |
| Larry Bryner | Edward Leonard |
| Leland Carter | Weston Lickiss |
| Cynthia Cook | Robert Lyons |
| Daniel Cortez | Lawrence Mackinnon |
| Craig Cummins | Michael Maillard |
| James Dean | Richard McManus |
| Frank Delamater | Sonja Miller |
| Cresencia Delrosario | Kyoko Nall |
| John Dew | Charles Naud |
| James Dyreson | Ronald Nesheim |
| Terry Ehresman | Gregory Night |
| Ronald Ellsworth | John Ortiz Sr |
| Ioane Fanene | Theodore Pickrell |
| Gary Francis | Bernard Riley |
| James Franzen | James Rogers |
| Douglas Garrison | Linda Sisson |
| Karen Gaumont | Charles Smith |
| Richard Giboney | Kenney Smith III |
| Thomas Giles | Phong Truong |
| Linda Goings | Ray Warwick |
| Irene Griffin | Joshua Waters Jr |
| Dwight Grosvenor | David Williams |
| Kent Hall | James Williams |

Retired Members Check-In Form

Attach Mailing Label Here

Cut out the mailing label bearing your name and address attached to this issue's front page. Paste, tape or staple the label in the space above. Place coupon in an envelope and mail to Susan Palmer, Secretary-Treasurer, IAM District 751, 9125 15th Place S., Seattle, WA 98108. The Union requests this information each year to ensure we have your current address. Please mail this coupon as soon as possible or call the information into the Dues Office at 206-763-1300 or 1-800-763-1301 or email the info to webmaster@iam751.org

NAME: _____ Last 4 digits of Soc Sec # _____

NEW ADDRESS: _____

CITY _____ STATE _____ ZIP _____

FREE WANT ADS FOR MEMBERS ONLY

ANIMALS

POODLES, miniature, toy, tea cup, various colors, white, gray, blacks, apricots, all ages from 4 years old to 16 weeks with shots, must down-size, adults \$200 each, pups \$150 each. 360-691-5890

AUTO PARTS & ACCESSORIES

4 OEM 17" ALUMINUM GLUG WHEELS, from 2004 Isuzu Axiom, metallic silver, should fit several makes of vehicles, \$150. 425-355-2660

BOATS

1987 BAYLINDER OLYMPIC EDITION, 19.5 ft, Volvo V8, outdrive, V-berth, potty full canvas, boat cover, licensed EZ Load Trip, low hours, \$3,000. 425-322-5870

1985 23 ft. HUNTER SAILBOAT, cover galvanize trailer, V-berth, potty-nice sails, good shape, licensed, \$3200. 425-322-5870

COTTAGE INDUSTRIES

AFFORDABLE PROFESSIONAL PHOTOGRAPHY, Studio J Images is a local photography company offering professional wedding, anniversary, 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. Ask about our **Special for Machinists Members**. More info and slideshows at <http://studiojimages.net/> or call Beth at 402-730-8663

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, 2901 10th NE, Renton, WA. Everyone is welcome. Contact 425-255-8195 or 425-255-0859 for more information

PHOTOGRAPHER. VERY affordable digital wedding photography. Save money. Also available for family portraits, senior pictures and special events. Call about events now. 206-240-9773

GOLD'S GYM, RENTON, 10728 NE Carr Rd. Take advantage of Special Boeing Employee Rate - simply present your Boeing badge for discount! Family Owned & Operated by Boeing Employee Michael Cavaiani, a strong Union brother! One time processing fee of \$49, single monthly membership dues of \$29, family add-ons \$20. Personal Training rates available at \$49 per session (reg \$60). 425-793-5457

LAKE TAPPS BACKFLOW. For all your backflow testing and repair needs. \$5 discount for members. \$10 discount for seniors and veterans. Licensed, bonded, insured - a service disabled, veteran-owned small business. Call 253-217-7751 or e-mail laketappsbackflow@comcast.net

STUDIO IV SALON & DAY SPA offers a wide range of services and highly trained staff. \$5 off any service for Aerospace Machinists members. Located in Auburn at 119 East Main St. Walk-ins welcome or call 253-333-8617 for an appointment.

TATTOO SPECIALS of the month, all Boeing employees and families 25% off, Underground Tattoos. 253-590-3892

THE COMPUTER GEEK LLC, reliable new computer builds & reliable computer repair, great rates, done in timely manner. 425-374-4175

ELECTRONICS & ENTERTAINMENT

BEAUTIFUL KIMBALL ORGAN, matching leather bench/light, like new, \$600. 425-226-0431

FURNITURE AND APPLIANCES

KITCHEN QUEEN, very old, \$450. 253-639-7774

- | | | | |
|--------------------|-------------------------------------|--|--------------------------------|
| Circle One: | ANIMALS | ELECTRONICS & ENTERTAINMENT | PROPERTY |
| | BOATS | FURNITURE & APPLIANCES | RECREATIONAL MEMBERSHIP |
| | TOOLS | RECREATIONAL VEHICLES | SPORTING GOODS |
| | HOUSING | MISCELLANEOUS | VEHICLES |
| | AUTO PARTS & ACCESSORIES | | COTTAGE INDUSTRIES |

Ad (25 word limit. Please print).

Phone (or Address)

The following information must be filled in for your ad to appear:

Name _____ Clock Number _____
Address _____ Shop Number _____

Mail Coupon to **AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108** Deadline is Feb. 15th!

AD RULES

Each single 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 only to members - active, laid-off, or retired. For best response, include phone number instead of addresses in ad copy. Members' "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 Feb. 15th

CEDAR CORNER COMPUTER DESK, takes up 1 3/4 walls, cost \$5,000, will sell for \$125 OBO. 425-422-8790

HOUSING

2 DUPLEXES FOR SALE, one 2003, one 2004, Shelton, excellent condition, 2B 2BA each, 2 garage in between, W/D, dishwasher, sewer, bus line, \$249,900 each. 360-275-0974

HOUSE FOR SALE IN CONCRETE, on 2 lots, 1,750 sq. ft. w/ view of mountains, 2 levels, \$125K firm, \$10K down w/ 1 year contract @ 8.5%. 253-362-1695

KONA, HAWAII oceanfront condo. Enjoy 2 Bd/2 Bath fully equipped condo - pool, jacuzzi, private lanai, DSL, color TV w/ VCR/DVD. \$1175/wk. www.banyantreecondo.com 206-938-9214

MISCELLANEOUS

DELUXE PET CARRIERS, made by Pet Mate, 16 in wide x 24 in long, like new, rust color, \$25 each. 253-853-6809

10 LITTLE BOXES, wood, 9 in. wide, 12 in. long, 3 in. high, great drawers, \$2.00 each. 253-853-6809

NORDICK TRACK, \$50.00. 425-422-8790

COLLECTIBLE COINS, IAM Retiree sells wonderful old collectible coins on EBAY, I sell as ifindhomesforoldcoins, look for me once a month. 425-228-5374

DELUXE CHILD'S CARRIAGE, \$20. 206-935-6535.

2 PAIR ADULT SKIS with binding and poles, best offer. 206-935-6535

18 FT WOODEN LADDER, extension type, \$20. 206-935-6535

WET/DRY VAC, \$15. 206-935-6535

ALBUMS: 13 Readers Digest albums, Beethoven and popular music etc, 40 VHS recorded movie tapes, \$1.00 tapes and each record. 253-852-6809

EUREKA STYLE disposable dust bags for upright - 16 for \$12. 253-852-6809

COLLECTIBLE SHOEBOX, cardboard, holds 9 pair, \$20. 253-852-6809

PICTURE OF THE BEATLES, 12x37, 1987, \$35. Oak frame, 12x36, \$20.00. 253-852-6809

JARS, quart and pint, 60 for crafts not usable for canning, \$25 all. 253-852-6809

LEAD GLASS WINDOW, 24 wide, 36 tall, very old, beautiful, \$150. 253-639-7774

LARGE WOODEN CRADLE, hand-made, \$75. 253-639-7774

1981 FORD MANUAL, covers all 1981 Ford passenger cars, \$20. 206-824-1396

RETIREES FROM SHOP 2-2165, KENT Space Center, Bldg 18-62, meet for breakfast monthly. Please join us. For details contact clintbonnie@hotmail.com

PROPERTY

GRAVE LOT, Evergreen Arbor Crest Garden Mausoleum, NAMF4928, \$4500. 425-255-0348

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran's section, 2 or more \$1650 each, 6 available if you want a family section. 360-494-4118

REC VEHICLES

31 FT ALEGRO MOTERHOME & '98 CHEVY 5 SPEED PICKUP, both run great, 1988 motorhome comes with tow package and pickup comes with canopy, \$10K for all, consider selling motorhome without tow package and truck. Call Robert at 253-846-1736.

REPRODUCTION SCHWINN CRUISER SS BICYCLE, very good shape, like new, papers, accessories, \$75. 425-353-0564

TOOLS

SHOP TOOL CABINET, wood, 53.5 in. long x 28 in. wide, 35 in. high, 4 large divided drawers, 5 smaller, very sturdy built, \$75 OBO. 253-853-6809

METAL CABINET with tool trays, \$25. Ball bearing grinder, national industrial tool, heavy duty 1/2 hp, 6 in wheel, RPM 3450, phase 1 model, BG-64, \$45 OBO. 253-853-6809

VEHICLES

1985 TOYOTA CAMRY, very nice condition inside and out, low miles, good mpg, includes mounted snow tires and other extras, \$2,200, offers considered. 509-762-1282

2004 HYUNDAI SANTA FE SUV, 72,000 miles, all receipts, 4WD, V6, new battery, brakes, timing chain, tires, and tabs, \$7500 firm. 253-639-7774

1996 DODGE EXT CAB PICKUP, white, 2nd owner, full power, V-8, recent tires, runs excellent, \$2500. 425-322-5870

2006 NISSAN 350-Z, with only 6,500 miles, looks and smells like new, never driven in the rain, extended warranty ends in 2014 or 100,000 miles, \$25,000. 425-760-6354.

FREE

RIDING LAWNMOWER, free, Sears, 10 HP, good motor, needs TLC, you haul. 206-824-1396

WANTED

WANTED, 16 or 20 gauge, double-barrel, side-by-side shot gun. 206-824-2428

Retired Club Minutes

Continued from page 9

the District Council to cover the expenses for that delegate. **M/S/P**

Robbie Stern from the Puget Sound Alliance for Retired Americans reported they are working hard on important issues that impact retirees, including closing the healthcare donut-hole, achieving changes that will allow coverage for preventative medicine for seniors, stopping fraud and abuse of the Medicare system, and creating guidelines for equal Medicare disbursement between each state. The current healthcare bill is a huge step forward, but we must still work diligently as advocates for all seniors, as well as for the next generation.

Robbie invited District 751 Retiree Club members to join the Puget Sound Alliance. Annual membership costs are \$15 and includes a monthly newsletter.

Carl reminded everyone that, when Medicare was first proposed, many of the same people fighting the new healthcare bill were fighting against it as well. He asked the club to consider what senior citizens did before Medicare. They died. It is important to fight for these changes in American healthcare just like the people who fought for Medicare years ago.

Birthdays & Anniversaries: Birthdays for December and January were: Margaret Ehlke, Frank Premmer, Helen Lowe, Dan Stachlowski, and Ardie Stachlowski. There were two anniversaries: Leroy and Helen Miller celebrated 61 years and Betty and Roy Ness celebrated 55 years.

Good and Welfare: John Guevarra suggested that Helen Lowe be considered to attend the ARA convention. He also spoke about the current cuts in education and spoke of a petition being circulated by the American Federation of Teachers asking legislators not to allow cuts to K-12 and community colleges.

District President Tom Wroblewski encouraged everyone to take a look at the new Labor History display in the hallway. The Labor History Committee does a great job putting together interesting and relevant displays for our hall.

T.J. thanked everyone for their hard work and participation at the Christmas luncheon.

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

Accepting the Oath of Office



Business Rep Ron Bradley administers the oath of office to Local E Officers: L to R: Ira Carterman, Dan Meddaugh, Al Myers, John Cowin, Richard Karnes, Chris Olafson, Roy Wilkinson, Ross Veenker and Guerdon Ellis.



Business Rep Ron Bradley administers the oath of office to Local E officers: Chuck Hurry, Heinz Perry and Lee Verfaillie



Local 86 President Jeff Jones (l) administers the oath of office while Mike Blashill (outgoing Sec-Treas) observes. Taking the oath L to R: Pete Hedemark, Gary Swartz, Terry Frei, Dale Ronquille, and Andy Cashion (outgoing Rec. Sec).



Business Rep Brett Coty administers the oath of office to Local F Officers L to R: Garth Luark, Paul Veltkamp, Fred Hoskins, Dwyane Johnson, Dorothy Crace, Prinnie Stewart, Christine Fullerton, Ron Kiel, Howard Carlson and Hazel Powers.



Photo left: Business Rep Brett Coty (l) administers the oath of office to Local F Auditor Mitchell Christian.



Staff Assistant Ken Howard (r) administers the oath of office to Local 1951 officer Marty Uber (l) and Craig Smoot.



L to R: Business Rep Steve Warren administers the oath of office to Local 1123 officers: Jim O'Brien, Barry Wright, Fred McNeil, Tie Morrison, Bailey Olin, Adam Focht, Elmer Wall and Fred Willsey.

Machinists Solidarity Night at Everett Silvertips

Machinists Union members have an opportunity for an evening of solidarity and fun at the Everett Silvertips Hockey Club on Friday, March 12. The game against the Seattle Thunderbirds starts at 7 p.m. at the Everett Comcast Arena. Machinists Union members can purchase discounted tickets for the game – \$10 for upper levels seats and

\$13 for lower level. Members can purchase tickets at the Everett Union Hall (8729 Airport Road), Monday through Friday (8 a.m. to 5 p.m. - closed for lunch noon to 1 p.m.).

The event is to build solidarity and is part of our community outreach program to

provide more information to the public about unions. There will be special giveaways and raffles at the event.

It will be a fun night, and we hope to see you there.



Aero Inc Meeting - 3/2/10

Aero Machinists Inc. which owns and operates the Union's buildings and property, will hold its annual meeting on Tuesday, March 2 at the Seattle Union Hall (9125 15th Pl. S) immediately following the 5:30 pm District Council meeting. Every member of a Local Lodge affiliated with District 751 is welcome and can vote on the business at this meeting.

President's Message

Continued from page 2

loadmasters who fly C-17s based at McChord, as well as maintain the simulators that the flight crews practice on. Our members' work has been vital to keeping America's fighting men and women in Iraq and Afghanistan supplied over the past few years; C-17s from McChord make regular trips to those war zones.

In recent weeks, the world has seen the results of their labor in a whole new arena, as C-17s from McChord flew relief missions to Haiti. Those C-17 crews have brought specially trained rescue workers and equipment to Haiti, along with desperately needed fresh water. On the flights back, they evacuate Haitian-Americans who survived the earthquake and aftershocks.

Each flight requires careful planning by the pilots and loadmasters, using all the skills taught to them by our District 751 members.

Machinists are used to serving others – District 751 raised more than a quarter-million dollars last year for Guide Dogs of America. And there are days when our members accomplish industrial miracles, feats of production that would have seemed impossible even a decade ago.

But in this case, our members at McChord are directly involved in saving lives on a grand scale. Their commitment, dedication, and skill are making a crucial difference to people in great need. For that you deserve our highest praise.

So in that spirit, I thank all of you for all you did in 2009 – for our Union, for our communities and for our employers – and I thank you in advance for all that you'll do in the year ahead. District 751 Machinists are a force for good in this world, and we'll prove it again in 2010.

2010 IAM Scholarship Competition Deadline Feb. 26

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 for a maximum of two years, whichever occurs first.

Eligibility for Competition

Any applicant must be either--
• an IAM member, or
• the son, daughter, stepchild or legally adopted child of an IAM member.

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 February 26, 2010;

• Must be planning to graduate during the winter or by the end of the spring 2010 school year (i.e., normally a high school senior);

• Must plan to take a regular college or vocational/technical program on a full-time basis, maintaining qualifying grades;

• Will be eligible if the parent died after the son or daughter entered high school, if the parent had two years of "continuous good-standing membership" at the time of death;

• A "continuous good-standing membership" is understood to be a period of membership during which the member continuously has paid monthly dues uninterrupted by withdrawal cards;

• The IAM member must maintain continuous good-standing membership throughout the life of the award.

For complete 2010 Scholarship Competition Guidelines, visit www.goiam.org/iamscholarship. **NOTE: Completed Application Packets must be postmarked no later than February 26, 2010.**

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:

IMPORTANT: Complete this coupon AND attach a SELF-ADDRESSED LABEL for reply.

Mail to: IAM Scholarship Program
9000 Machinists Place, Room 117
Upper Marlboro, MD 20772-2687

Obtain applications online by visiting www.goiam.org/iamscholarship

EASTERN WASHINGTON

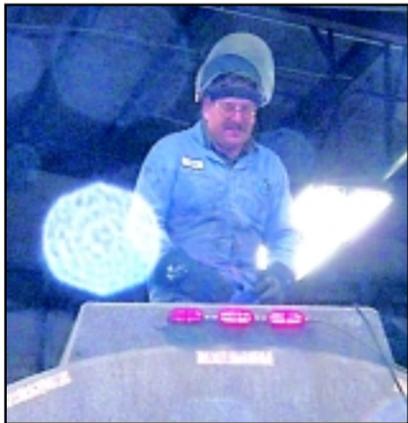
Lee & Eastes Keep Tank Trucks Rolling

At Lee & Eastes Tank Lines in Pasco, four Machinists Union members diligently work to repair and maintain hundreds of trucks, trailers and tankers each year.

While the facility has changed names several times over the years, what has remained constant is representation by the Machinists Union. Since the 1960's, the Machinists Union has been the voice in collective bargaining for these workers and helped provide continuity even through employer's name changes (most recently from Motor Freight Services in 2005).

Union Steward Steve Ely is also a part of that long-term stability. He has worked there for almost 24 years.

"I enjoy the variety of work. We have



Steward Steve Ely prepares to repair a tanker.



IAM members at Lee & Eastes repair and maintain hundreds of trucks, trailers and tankers each year. L to R: Steve Ely, Dale Powell, IAM Staff Assistant Ken Howard, Kory Billington, and Don Amb.

a lot of fabrication, service work and preventive maintenance. We are a one-stop shop that can do everything from welding and fabrication to brake jobs, oil changes, and lubing trucks," Steve stated. "Over the years, the repair of tanks has also grown into a sizeable work package."

Maintaining the trucks owned by Lee & Eastes accounts for only part of the work. Other companies have recognized the skilled mechanics and rely on our members there to keep their trucks, trailers and tankers in top-running condition.

"It has been amazing this winter," added Steve "We have been really busy despite the downturn in the economy.

Our workload hasn't really been affected. If we lose a customer for some reason, there seems to be others right there to bring in new work. It has meant steady employment."

Steve has represented the members as Union Steward since 2004. He understands that the benefits package and good wages are a direct result of Union representation.

Most important at Lee & Eastes, there is a good working relationship between Company and Union. This atmosphere of mutual respect has resulted in loyal employees, return customers, and hard work on the part of everyone to ensure the company's success.



Ken Howard will provide support to Union members in Eastern Washington assisting Business Rep Steve Warren.

Howard Appointed as Staff Assistant

Ken Howard has been named as District 751's Staff Assistant/Organizer for Eastern Washington effective January 4. He replaced Ed Rittenberg, who retired in 2009. He will be based out of Richland.

In his new job, Ken will assist the Union's Eastern Washington Business Rep Steve Warren, in providing support to Union members with contract enforcement, handling grievances and negotiating contracts. Ken's assignment will cover a lot of miles and includes Hanford, Tri-Cities, Yakima, Goldendale, Roosevelt, Wenatchee, Quincy and Pendleton, Oregon.

Ken has been a member of District 751 since 1983 when he hired on as a light-duty mechanic at the Hanford site. He became a Steward in 2003, Local 1951 President in 2004, has been a delegate to both the Washington Machinists Council and Washington State Labor Council and has worked various organizing drives.

Ken has also been active in other ways to help the members. He has been a trainer at the HAMMER Center since 1995, and the site coordinator for both the IAM and International Chemical Workers Union since 1998. In this capacity, he developed valuable organizational, communication and presentation skills, and also dealt with multiple employers and coordinated efforts with other Unions at the site.

It was that experience – working with several different employers and labor Unions at the HAMMER Center – that gave him the edge over several other well-qualified candidates, District President Tom Wroblewski said.

"We needed a strong person to assist Steve Warren in covering our widely spread-out Eastern Washington territory," Wroblewski said. "I'm confident Ken has the right mix of skills for this important job."

"As the workforce has become more educated, technical, and diverse, I have learned how to engineer new ways of solving problems by being able to look at unique situations from others' perspectives, from workers to upper management. All of these skills will help in my new position," said Ken.

Ken is up for the challenges of his new position. "Will I have a lot to learn? Absolutely," he said. "This is going to be fun. I'm really looking forward to it."

751 Members Keep Washington Clean

Continued from page 1

stated. "With a Union, the Company can't just get rid of us on a whim or because they don't like us. Unions are what built our country and the middle class."

Tri-County Disposal

Our members at the Roosevelt Landfill aren't the only ones who turn an impressive volume of waste each day. The 15 members working at Tri-County Disposal (another subsidiary of Allied Waste) collect garbage and recycling from most of the 19,000 residents and businesses throughout Klickitat County. Keep in mind Klickitat County is a long narrow county covering a lot of ground, which stretches across miles of south-Central Washington along the northern banks of the Columbia River – often making pickups miles apart.

To stay on top of the routes, the group works as a team – assessing the workload and making adjustments and reorganizing routes to increase efficiency. With minimal oversight, the group must be self-motivated.

With so many miles to cover and just seven drivers and three helpers, they are constantly moving. They have one recycling route that services the entire county.



Photo left: Closeup of disposal site. Members process 7,500 tons of waste per day at the Roosevelt landfill.

Photo below: Shows above the disposal site, which must be covered each night

Inset: Roosevelt chief Steward Jerry Mickelson.



In addition, our members at Tri-County run three waste transfer stations located in Goldendale, BZ Corners, and Dallesport, which are open five or six days a week depending on the season. From the transfer stations, the trash must be transported to the Roosevelt Regional Landfill for final disposal. Two members serve as "jack of all trades" – filling in where needed, cutting up appliances for recycling and maintaining the transfer stations. When someone takes a day off, they pull together to seamlessly get the job done so service is uninterrupted.

Several members bring decades of experience to their position, which is a testament to the pay and benefits

secured.

Union Steward Garry Shane, who has been working in the same area since 1981, noted, "Management trusts the workforce and gives us input into our work assignments. By empowering us, we are more motivated and want to ensure the job is done. Everyone works together well – making it a good job – one that people stay at for years."

Members at Tri-County Disposal voted to have Machinists Union representation in 2002 after observing that workers at the landfill secured a better deal with a collective bargaining agreement. It is a decision they still stand by today. In fact, members at Tri-County Disposal last fall unanimously ratified a new contract that included 3 percent annual raises over the next three years – demonstrating their commitment and teamwork as both employees and Union members.



Ed Wright working at one of the transfer stations.

Revenues and Profits

Continued from page 2

nificant, I believe we have the people and the resources we need to be successful," the CEO said.

Wroblewski agreed – at least as far as IAM 751 members are concerned.

"No one else has the skills and dedication Boeing needs to accomplish these goals," he said. "We are the fundamental operating engine of the Boeing Co."