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 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 getting 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 happened and were looking forward to a second extra pay check.

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 once it leaves your curb or is deposited, they process waste from Hawaii. The five—Luanna Berkley, 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.

While few think about the importance of proper disposal of our 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. At the Roosevelt Landfill members process 7,500 tons of waste each day from Washington, Oregon, and Alaska. 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 our members. The leachate is recirculated 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 does us good wages and benefits and keeps us working as long as we abide by the Company policy,” Jerry continued.

Securing Safety Net

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

Joint Programs

• New administration of workers’ compensation claims replacing Broadspire.

• Medical/Dental Info.

• Employees received two new cards – one for their health care and one from Medco for prescriptions.

• Info on an issue with Traditional Medi

• Members on Select

• Benefits and keeps us working as long as we abide by the Company policy,” Jerry continued.

Taking on Transit

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

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Machinists ‘Generate Revenue and Drive Profits’

District 751 Machinists at Boeing built and delivered over 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 nearly $1.3 billion in the midst of the worst global financial crisis since the Great Depression, if not for delays caused largely by Boeing’s universal reliance on an outsourced global supply chain.

But 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.

“Boeing did see a pretty big hit to revenue last year due to the worldwide economic crisis,” said Wroblewski. “And I believe that labor’s history in this country and in Boeing’s case, in the early 2000s, was one of conversations about how we would respond and how our members would be paid for the work they actually did. Craig said he was concerned that the company might go with the steady cash flow it needs to overcome their other challenges.

We tried to go to Boeing Human Resources and get the truth about what they were owed. They kept doing the Grade Six work – answering the same questions over and over. They didn’t know all the facts. Too often, we’re bashed by agita- tors and the anti-union agenda. And you might not know the blame 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 mem- bers realize, more than anyone else, that the financial success of Washington-based Boeing is tied to the Company’s financial gains.

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

I will tell you how long the 19th and 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 healthcare, dignified retirement – were the result of great sacrifice and should never be taken for granted.

I believe that labor’s history in the 21st century will be a story of partnership – partnership with our communi- ties, partnership with government, part- nership among Unions and especially partnership with our employers.

So I call today on Boeing managers to quit picking fights with us and instead focus on this in-kind union agreement 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 the bargaining table in 2005 and in 2008 – is for Boeing to show its commit- ment to us, in a real and tangible way. Give us jobs, benefits and opportunities, and we’ll give you a labor history that has been delivered on schedule and built right the first time – airplanes that grow market share and shareholders’ profits. Your 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 where members make a difference every day for com- panies like BAe, GKN, Triumph. City of Woodinville and Penco (formerly Filtona). District 751 represents thousands of skilled and dedicated workers who are committed to the success of their organizations.

Tom Wroblewski
District President, District 751

Unified Dairy, Allied, and Farmer Union Offices:

• 201 A St. SW, Auburn; 253-833-5490
• 203 Burnett N., Renton; 425-235-3777
• 8720 Airport Blvd, Everett; 425-355-8021
• 4256 E Mission, Spokane 99002; 509-334-9550 or 1-800-763-1305
• 233 Burnett N., Renton; 425-235-3777
• 7239 Airport Blvd, Everett; 425-355-8021

Toll-free to Seattle from:

National 1-800-763-1300
Seattle WA 98108. $3.50 of the annual dues goes to operating expenses.

District 751, International Assn. of Machinists and Aerospace Workers

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Ron Bradley
Emerson Hamilton
Charles G. Craft
Stefan Warren
Stan Johnson

District 751, Seattle, WA 98108

Continued from page 12

Union Wins Upgrade Pay for 787 Mechanics

Continued from page 1

The good news is that most of our employers recognize this fact and are will- ing 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 Boeing, Puget Sound Alliance and the Allied Wage in 2009. With Boeing, however, the Com- pany 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’s every indication of the success of our members’ commitment and dedication than that shown by the Boeing Aero- space Operations team at McChord Air Force Base. They are also members of Dis- trict 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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751 Aero Mechanic

Connie Kellinger, Editor

April 2010

Member of The Newspaper Guild, CWA #37082

**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 Wrobleswski, plus Aerospace Coordinator Mark Blondin and General Vice President Rich Michalski emphasized that for the Machinists Union has been fighting and growing 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 fought 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 competitive.

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 $1.2 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.

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**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 cuts which could eliminate jobs for 55 drivers.

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 Hardeson Road in Everett. Brown, who helped Everett Senator 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 could affect up to 30,000 bus riders.

For the Union, the problem is that plans now call for eliminating early service starting as early as 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.

**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 will be the best-case scenario 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 to 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 his job, Warren said.

But with the potential existing for more work to be offshore, 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, 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.


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 56 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 Wrobleswki 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 who 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, Wrobleswki said. “Just because you’re not drawing a paycheck that doesn’t mean we’re not fighting for you.”
March 1912: Remembering the Women Who Won Bread...and Roses, too!

by Rosanne Tomyn

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 wooden 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 50,000 people.

Once hired in the textile factories, workers quickly realized that the pay was far from fair. The income was so meager that workers had to resort to pawn shops to keep food on the table. Vocal about their working conditions, the women means the rising of the [human] race.”

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 Ettor and Arturo Giovannitti were arrested as accessories to murder. Refused bail, Ettor 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 militia’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.

- Continued on page 8
**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 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 Medc 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 copays 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 them with your new Medco ID number.

**Boeing IAM 751 Active and Early Retirees - Regence Selections Prescription Drug CoPayments**

<table>
<thead>
<tr>
<th>Drug Type</th>
<th>Generic Drugs</th>
<th>Formulary brand-name drugs</th>
<th>Non-formulary brand-name drugs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Generic CoPayment</td>
<td>You pay a $5 co-pay for generic drugs at retail</td>
<td>You pay a $15 co-pay for formulary brand-name drugs at retail</td>
<td>You pay a $30 co-pay for nonformulary brand-name drugs at retail</td>
</tr>
<tr>
<td>Mail Order CoPayment</td>
<td>You pay $10</td>
<td>You pay $30</td>
<td>You pay $60</td>
</tr>
</tbody>
</table>

**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 reduce the occurrence of medical errors in hospital settings and publishes the names of hospitals that meet those standards.

How are the standards defined?

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 surgery
- Esophagectomy
- High-risk deliveries
- Pericardial and coronary bypass
- Percutaneous coronary intervention

For any other inpatient, outpatient or emergency room care, you will need to use a hospital that meets the CP0E and IPS standards described above.

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

**Dental Cards Issued for Boeing Coverage**

Washington Dental Service, which provides coverage to one members at Boeing, is issuing dental cards (similar to medical insurance cards), which will be mailed on January 13, 2010. 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 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.

**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 solution.

**Hospital Changes & 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 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.

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**Safer Hospitals Can Save You Money on the Traditional Medical Plan**

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For lists of approved hospitals, visit their website 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 medical and dental care, but it is done to alleviate the need to provide Social Security numbers when obtaining dental care.

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**February 2010**

**751 AERO MECHANIC**

**Page 5**
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 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 similar 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 leaders, the dangers increase exponentially because working? As texting becomes more and more prevalent, the dangers increase exponentially because texting and distracting safety issues – whether it is drifting or even moving vehicles.

Finally, be aware that cell phones MUST be turned off while working. Excessive texting can also lead to carpal tunnel syndrome, a painful condition that can cause permanent damage to the nerves that run from the wrist to the hand.

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? 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 accidentally bumps 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 dangerous safety issues – whether it is walking 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.

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 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.

The Terwood Retirement Readiness Workshop is for anyone who wants to make the most of their retirement. This seminar is designed to help you 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 Terwood Retirement Readiness Workshop is for anyone who wants to leave the factory or something while using a cell phone to talk or text. That’s twice the number from 2007. With all the equipment, vehicles and people moving through the factory, 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 or death. TEXTING WHILE WALKING OR WORKING IS DANGEROUS.

Excessive texting can also lead to carpal tunnel syndrome, which can be permanently damaging to the nerves. Finally, be aware that cell phones MUST be turned off while working. Excessive texting can also lead to carpal tunnel syndrome.

Getting 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 cell phone to talk or text. That’s twice the number from 2007.

With all the equipment, vehicles and people moving through the factory.

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Volunteers Continue to Make Life Better for Others

February 2010 751 AEROMECHANIC Page 6

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.”

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.

751 Promotes National Wear Red Day - February 5

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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.
Continued from page 4

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 hospital 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, 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.”

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

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 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.

District 751 is a union of machinists in the Eastern United States, and the Aero Mechanic is the official newspaper of the district. The newspaper covers news and events related to the union and its members, as well as general labor issues.

The Aero Mechanic Newspaper Wins Awards

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.

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General Vice President Gary Allen made the presentation at a District Council meeting last fall. “District 751 has a strong organizing program and has shown a commitment to recruiting new members,” Allen said. “This award is a testament to the hard work and dedication of the members in this district.”

The Aero Mechanic newspaper is published monthly and covers news and events related to the union and its members, as well as general labor issues. The newspaper is available online at aero-mechanic.com.

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Retired Club Secretary

by Ruth Render,

President of Local A.

Vice President T. J. Seibert

Recording Secretary: Ruth Render

Secretary: Betty Ness

Treasurer: Leroy Miller

Trustees: Louise Burns, Leroy Miller, Betty Ness, T. J. Seibert and John Guerra.

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’s thoughts and prayers.

Roll Call of Officers: All officers were present.

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

Minutes, MESP: 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. MESP to donate a $50 gift card to the event for their raffle.

Business Report: Business Representative Richard Jackson gave the BR report for January. Richard reported on 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 Pompous gave the report. A moment of silence was observed for the following deceased members: Walter Berg, Alan Brown, Thelma Brusca, Jacob Carterman, Byron Dickey, C. J. Findley, Dale Gregory, Harry Hawk, Donald Hildst, Lois Johnson, William Johnson, Irene Miller, G. C. Mitchell, Raymond Purvis, Gary Rousseau, Richard Russell, Perry Sherman, Jerry Shreve, Barbara Storgell, Chen Swanberg, Wallace, and Leslie Taylor. Symptom cards were sent to next of kin. Helen also reported that Frances Dorawilde passed away on Saturday. She had been an active club member who came to the weekly meetings.

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. MESP seconded 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 for their continued support.

Union Retirees:

Congratulations to the following members who retired from the Union:

- Charles Smith
- Richard Johnson
- Judy Kather
- Sandra Kelly
- Joseph McManus
- Sonja Miller
- Kyoko Nalls
- Charles Naund
- Ronald Nesham
- Gregory Night
- Ann Thorpe
- Bernard Riley
- Linda Sisson
- John Smith
- Kenneth Smith III
- Thomas Giles
- Phong Truong
- Ray Warwick
- Joshua Waters Jr
- David Williams
- James Williams

January Retired Club Meeting Minutes

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 for her retirement in 2000. Judy hired into Boeing in 1965 as a one of the original Union Administrators for the newly established IAMP Boeing Quality 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.

Judy’s 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.

February 2010

751 Aerospace Journal

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**ANIMALS**

POODLES, miniature, toy, tea cup, various colors, white, gray, blacks, apricots, all ages from 8 to 10 weeks, 16 weeks with shots, must down-size, adults $200 each, pups $150 each. 360-691-5984.

**Auto Parts & Accessories**

4-01M 17TH ALUMINUM MUG LUGS, from 2004. V-North, V-North, potty full canvas, boat, licensed IFZ. Lead Trip, low hours, $3,000. 425-632-5870

1985 23 R. HUNTER SAILBOAT, cover galvantine trailer. V-North, potty-size sails, good shape, landmark $320. 425-632-5870

**BOATS**

1987 BAYLINDER OLYMPIC EDITION, 19 ft, Volvo V8, outdrive. V-North, rainy, full canvas, boat, licensed IFZ. Load Trip, low hours, $3,000. 425-632-5870

AFFORDABLE PROFESSIONAL PHOTOGRAPHY. Studio J Images is a local photogra- pher offering professional photog- raphing, anniversary, engagement, pregnancy, fam- ily, 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 slideshow at http://studiojimages.net or call at 425-702-8660.

**Cottage Industries**

ARE YOU LOOKING FOR SOMETHING TO DO IN YOUR RETIREMENT? Sunset View Gardens meets the third Thursday of each month at the Golden Pine Apartment, 2001 10th NW, 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 and call about events now. 206-247-9773.

GOLDY’S GYM, RENTON. 10728 NE Car Rd. Take advantage of Special Boeing Em- ployee Rate – simply present your Boeing ID for discount! Family, friends, and Guests are welcome! Places to visit and exercises for all fitness levels. 35 single monthly membership dues of $29, fam- ily add-ons $20. Personal Training rates avail- able at 425-255-0859. www.golds.gym.net. 425-363-9577.

LAKE TAPPS RACKFLY. For all your backflow testing and repair needs. $5 discount for seniors and veterans. Licensed, bonded, insured - a service disabled, veteran-owned small busi- ness. Call 253-217-7757 or e-mail laketappsrackfly@comcast.net.

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


**Electronics & Entertainment**

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.

SARDINCOLI TRUCK, #500. 425-632-8790.

COLLECTIBLE COINS. IAM Retiree sells wonderful old collectible coins on EBAY, I sell in dinero/colon/dineros, colones, for look in once a month. 425-228-5374.

DELUXE CHILD’S CARRIAGE. $20. 905-655-4355.

2 PAIR ADULT SKIS with binding and poles. $150. 253-955-6555.

19 FT WOODEN LADDER, extension type. $20. 206-935-6355.

Cedar Corner Computer Desk, takes up 1/3 walls, cost $5,000, will sell for $3,125 OBO. 425-422-8790.

PICTURE OF THE BEATLES, 12x17, 1987. $35. Oak frame. 22x26, 425-353-0609 OBO.

JARS, quilt and pint. 60 for crafts not usable for canning. $25 all. 425-853-6809.

LEAD GLASS WINDOW, 24 wide, 36 tall, very old, beautiful. $150. 253-633-7774.

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


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

GRAVE LOT, Evergreen Arboretum Cemetery, Massnam.#F4824, $5,450. 253-255-0348.

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran’s section, 2 or more $165 each, available if you want a family section. 425-694-4118.

31 FT ALEGRO MOTERHOME & ‘98 CHEVY 5 SPEED PICKUP, both run great, motorhome comes with tow package and pickup comes with canopy, $100 for all, consider selling motorhome without tow package and truck. Call Robert at 253-846-1776.

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

SHOP TOOL CABINET, wood, 53 in. long x 28 in wide, 35 in. high. Large divided drawers, 5 smaller, very sturdy built. $75. 253-853-6809.

METAL CABIN with tool trays, S25. Ball bearing slides, national industrial tool, heavy duty 1/2 lip, 6 in, wheel, RPM 3540, phase 1 model. $25. 545-0835 353-855-6809.

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

2004 HONDA SANTA FE SUV, 72,000 miles, all receipts, OBD VI, new battery, brakes, timing chain, tires, and tabs, $7500 firm. 253-633-7774.

1996 DODGE ECT CAR PICKUP, white, 2nd owner, full power, V-8, recent tires, recent exc. $2500. 425-322-5870.

2006 NISSAN 150 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.

RIDING LAMBRETTA, free. Sears, 10 HP, good motor, needs TLC, you haul. 206-824-1196.

**GOLD’S GYM, RENTON, 10728 NE Carr Pl.** Bd/2 Bath fully equipped condo – pool, hot tub, 31 FT ALEGRO MOTERHOME & ’98 CHEVY 5 SPEED PICKUP, both run great, motorhome comes with tow package and pickup comes with canopy, $100 for all, consider selling motorhome without tow package and truck. Call Robert at 253-846-1776.

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Accepting the Oath of Office


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


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 Fri, Dan Ronquille, and Andy Cashion (outgoing Rec Sec).

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

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. Machinist 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.

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. The IAM Member requesting a College or Vocational/Technical Scholarship must plan to take a regular college program.

Child of Member requesting a Vocational/Technical Scholarship

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 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 continuously 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.

REMEMBER: 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:

Mail to: IAM Scholarship Program
9000 Machinists Place, Room 117
Upper Marlboro, MD 20772-2087

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

IMPORTANT: Complete this coupon and attach a SELF-ADDRESSED LABEL for reply.
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 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 ‘treaded 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 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 all 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 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.”

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.”