District 751 members who work for Boeing in Everett achieved a major milestone last month: starting work on the 1,000th 767.

"It’s huge," said Local 751-A President John Redrup, who started his career at Boeing as a structural mechanic on the 767 line. "There’s not a lot of airplane programs that can say ‘We’ve built a thousand’.

Over the years, Boeing has consistently updated and upgraded the 767, with six versions developed for commercial use, and three others delivered for specific military buyers. And in recent months, the company also has completely overhauled the production process, moving the line to a new spot in the back of the Everett factory, where planes can be assembled even more efficiently than before.

Creating a new manufacturing line while still building aircraft on the old one is a notable accomplishment, and one that 767 Machinists should be proud of, said District 751 President Tom Wroblewski said.

As a result, the 767 today combines 30 years of ground-breaking reliability with state-of-the-art production processes. It’s a great airplane, said Redrup. "The airplane has been in production since the ‘80s," he said. "It’s shown its longevity. People are still buying it today.

The 767 is a landmark plane, and has been since Machinists began fabricating the first parts for the first planes in Auburn in 1979. It was one of the first planes to have a two-person flight crew, and it was the type rated alongside the 757, making them the first Boeing planes similar that a pilot trained on one could fly the other.

But the extended-range 767A broke significant new ground when they came downgrades, he said. The URS workers also wanted a written agreement covering them the first Boeing planes so

Some 220 civilian workers at Naval Air Station Whidbey Island have joined District 751. The workers are employed by defense contractor URS Corp. to perform maintenance on U.S. Navy EA-6B Prowlers and EA-18G Growler electronic warfare jets. Eighty-two percent of them voted to join District 751 in a mail-in election that was completed Dec. 27.

The election was certified by the National Labor Relations Board on Jan. 3. The union is now moving forward to negotiate a first contract on behalf of the newly organized workers, formulating a negotiating committee and scheduling the first round of talks in early March.

The vote capped a year-long effort to form a union for the workers, who first contacted District 751 organizers in early 2010. The workers sought a union to help them bring their pay in line with what other workers in other employers whose workers had recently joined the union and formed new bargaining units.

In December, for example, Machinists Union members working as flight line mechanics for L-3 Communications at Joint Base Lewis-McChord ratified a four-year contract that granted them raises of $2.10 an hour in the first year of the deal.

"We have a lot of highly skilled members who do work that’s essential for America’s defense," said Wroblewski. "They deserve to be paid fairly, and to be treated fairly when it comes to promotions and temporary duty assignments. A Machinists Union contract can give them both."

Wroblewski praised the District 751 staffs and volunteers who worked on the unionizing campaign, but said “the real heroes are our new members working for URS. The teamwork they showed on this effort demonstrates they can work together to both benefit themselves, and to maintain America’s might.”

On Dec. 27 officials at the National Labor Relations Board count the main ballots wherein URS employees voted 82 percent for IAM representation. Contract Act, the federal law that governs union contracts for defense contractors. That made an impression on the URS employees, Wroblewski said.

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In each case, negotiators for labor and management were able to find common ground on their way to contracts that improved pay, benefits and working conditions for the workers while also providing the company with tools for a successful — and profitable — future.

"If you sit down together with a goal of reaching an
King’s Pro-Union Social Gospel Discussed

Civil rights leader Martin Luther King Jr. also fought for economic justice for America’s working poor. Now, Michael Honeyn, a professor at the University of Washington-Tacoma, has edited a book called All Labor Has Dignity, which is a compilation of all Dr. King’s speeches to labor unions. Honeyn will discuss the book and King’s labor legacy at a program on Wednesday, Feb. 16 at 5:30 p.m. at the Seattle Labor Temple, (2800 First Ave.).

Honey is the Haley Professor of Humanities at UW-Tacoma, and the former chairman of the Harry Bridges Center, which is the center for labor studies in the City of Washington. His lecture is co-sponsored by the Harry Bridges Center and by the M.L. King Jr. Labor Council. For details on the program, call (206) 441-8510 or e-mail office@mlkclc.org.
Union Stays Informed and Connected on Health Care Changes

When Washington doctors, lawmakers, insurers and analysts gathered in SeaTac for the State of Reform Washington Health Policy Conference, District 751 was there to be a part of the discussion about the future of health care.

The one-day conference provided a forum for political and industry leaders to engage in the most challenging policy issues surrounding health care. The conference examined how the new health care law will be implemented in Washington state and focused on bridging the gap between health care policy and political reality. Since the health care reform passed last March, there have been more questions than answers.

751 had a strong presence with Secretary-Treasurer Susan Palmer, Political Director Larry Brown, Health & Benefits Rep Garth Luark and Communications Director Connie Kellhier all participating. These union leaders joined more than 300 attendees from government, business and consumer organizations at the conference.

Secretary-Treasurer Susan Palmer (l) discusses health care reform with State Senator Karen Keiser.


Bill Offers Tax Credit for New Aerospace Jobs

District 751 is supporting HB1682 in Olympia that would grant aerospace companies a break on their state taxes in return for hiring new apprentices.

The bill, which would be capped at $70,000 per apprentice, would encourage the state’s nascent aerospace industry to hire more workers, ensuring Washington’s future as a global leader in the manufacturing sector.

The bill “reinforces our No. 1 competitive advantage: a highly skilled aerospace manufacturing workforce,” said Minority Leader MikeNear, who chairs the Senate’s Transportation Committee.

Apprenticeships are highly skilled training programs that focus on practical, hands-on learning. They are designed to provide workers with the skills and experience needed to enter the workforce.

Apprenticeships are also beneficial for businesses, as they help companies develop a skilled workforce and reduce the cost of training.

The bill “would make it clear that Washington is committed to developing a skilled and diverse workforce,” said Rep. Liz Pike, a sponsor of the bill.

The bill was introduced in the House of Representatives and has been referred to the Committee on Appropriations. It is expected to be considered by the committee in the coming weeks.

Union: Cantwell Is Right to Seek Tanker Answers

District 751 leaders strongly support U.S. Sen. Maria Cantwell’s call for hearings into the mismanagement of U.S. Air Force tanker bidding data.

“Thank you Senator Cantwell for standing up and being a voice on this,” said Jim Bearden, 751’s administrative assistant to the District President.

Bearden spoke at a Jan. 20 press conference held on the 767 line inside Boeing’s massive Everett facility. Machinists have built 1,000 Boeing 767s there, and would continue building the planes if Boeing wins the Air Force’s tanker bid.

At the press conference, Cantwell said that Congress needs to get to the bottom of what actually happened during the bid data mix-up, and determine what the implications are.

The Senate Armed Services Committee was to hold a hearing on Jan. 27 about the mix-up. It was a chance to keep the Air Force from “making a $35 billion mistake,” Cantwell said. “Not only is this tanker bid crucial to our national security, it’s the centerpiece of European strategy in the tanker competition... has always been to offer a price that Boeing could not match. Now it has found an ally in the U.S. Air Force to help destroy more American jobs.”

Bearden said District 751 finds it “outrageous that Europe could have a pricing advantage based on illegal subsidies.”

The Boeing tanker will be more fuel-efficient to operate than the Airbus option, and it would be able to work on existing Air Force facilities around the world. That stands in stark contrast to the billions of additional dollars the Pentagon would have to spend to build new facilities for the Airbus plane, Bearden added.

“You and I would pay for that,” he said.

The Boeing tanker would also provide tens of thousands of good-paying jobs for Americans and keep a continued on page 11
In January three members were recognized for their team work, quick thinking and swift action that saved the life of a fellow member. Three members, Harry Bangs, Kimberly Hughes and Lesta Campbell downplay their efforts, but HSI Site Committee on Retiree Medical know these members truly made a difference – especially for the life of their co-worker, Tom Goff.

The three were honored with certificates of appreciation, union shirts and hats, and are being submitted for the Governor’s life saving award.

“These members did exactly as they had been trained to do in an emergency,” said HSI Site committee member Donovan McLeod. “While most people have taken CPR courses we really hope how they will react when faced with this situation and the added pressure of trying to save the life of a friend and co-worker. They stayed calm, followed procedure and delivered proper medical care. Nothing more could have been done. Who knows what would have happened if he had not gotten chest compressions until the emergency crew arrived?”

Business Rep Mark Johnson commended their actions and said the Team’s willingness to represent members like this and get them recognition from both the Union and Site Committee, as well as submitting them for the Governor’s life saving award is one of their willingness to help is admirable.

The incident occurred around 10 a.m. on December 2. As Harry returned from taking out a bag of garbage, he noticed Tom lying on his back just outside the door of the building. Without hesitation, he yelled inside to call for help, ran to Tom’s side and checked his vitals. Kim heard the commotion, saw Tom was down and ran to offer assistance, as well.

Harry reported he was not breathing and there was no pulse. Kim began chest compressions while Harry monitored his vitals. They continued until the emergency crew arrived and was set up to administer medical assistance.

“It seemed like it took hours for the emergency crew to arrive, but it was only minutes,” said Harry.

As Tom was transported to the hospital, the emergency crew had to defibrillate him four times – highlighting how critical it was for CPR to begin immediately. “It really shook us up,” said Kim. “I remember it was so cold that day that when Tom did start breathing you could see his breath.”

Everyone worked together as a team, which enhanced Tom’s chances for recovery. He spent more than a week in Valley General before going home to recover. He returned to work on January 10.

“I called the proper numbers and stayed on the line until the emergency crew arrived because that is the proper procedure. It was frustrating because I wanted to be there in case there was something more I could do to help,” recalled Lesta.

As she received her recognition award and union gifts, Lesta added, “The best reward is that Tom is still here. That was what we all wanted.”

March 1, 2011 is Deadline for 2010 Safety Shoe Reimbursement at Boeing

Now that we’re into the new year, don’t forget to apply for safety shoe reimbursement for your shoes purchased in 2010! Each year IAM/Boeing Joint Programs allows a grace period for employees to take care of their previous year’s safety shoe reimbursements.

March 1, 2011 marks the deadline for turning in applications for safety shoe reimbursements for purchases made from approved vendors in 2010.

Applications for 2010 purchase reimbursement received after March 1, 2011 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. 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 computer.

Workshops Can Help Plan Your 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, and Tukwila. An Annual Retirement Readiness workshop is offered at the Everett location.

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 Workshops

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

QTTP Auburn, 1120 23rd St SW, 37-139.3 Bldg.
Feb 10 OR Apr. 3
Noon to 2 pm AND 3 pm to 5 pm

QTTP Everett, 7710 Evergreen Way, 7-61 Bldg.
April 14 OR July 21 OR Oct 29
12:30 pm to 1:30 pm OR 3 pm to 5 pm

QTTP Tukwila, 6840 Fort Dent Way, 7-68 Bldg.
April 7 OR Aug 4 OR Nov 3
11:30 am to 1:30 pm OR 3:30 pm to 5:30 pm

Teredo Retirement Readiness Workshop

QTTP Everett Office, 7710 Evergreen Way, 7-61 Bldg.
Feb 17 OR Mar. 22 OR April 19
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 23 OR Mar. 16 OR April 27 OR May 11 OR June 8
from 11:30 am to 1:30 pm OR 3-5 pm

QTTP Tukwila Office, 6840 Fort Dent Way, 7-68 Bldg.
Mar. 17 OR April 14 OR May 13 OR June 16
from 11:30 am to 1:30 pm OR 3-5 pm

QTTP Auburn Office, 1120 23rd St SW, 37-139.3 Bldg.
Feb 15 OR Mar. 15 OR April 19 OR May 17 OR June 21
from Noon to 2 pm OR 3-5 pm

To reserve seats for the personal money management workshops at any locations, call, 888-223-8311 or email: mneyeducators@iamboeing.org

New Book Explores ‘Turbulence’ at Boeing and its Impact on Workers

We’ve all witnessed just how much Boeing has changed since it merged with McDonnell Douglas in the late 1990s and how it has impacted our region. If you’re interested in learning more about how these changes have affected workers and managers, then you should read a new book titled “Turbulence: Boeing and the State of American Workers and Managers.” The book synthesizes changes at Boeing from 1997 to 2006 and how the new corporate culture took the company in a new direction as viewed from the employees’ perspective.

The authors (Edward S. Greenberg, Leon Grumburg, Sarah Moore and Patricia S. Stover) studied Boeing through employees’ comments gathered through a series of surveys and interviews with a cross-section of Boeing workers (hourly, salaried and management). The book investigates how the merger, outsourcing, downsizing and an ever-changing corporate culture that focuses on share value and cost cutting have impacted the company and its workers. Many 751 members shared significant contributions to the book giving their personal perspective and a view of life working for the aerospace giant.

Join us for a book discussion with the authors on one of the book’s authors, Edward S. Greenberg, (Political Science, University of Colorado), to learn about and discuss these important topics. District 751, along with the Harry Bridges Center for Labor Studies, is sponsoring the event on Feb. 9 from 2:30 to 4:30 p.m. at the South Seattle Community College Georgetown Campus (Building A, Room 112, 6737 Coron Av. S., Seattle).

Anyone interested in the history of Boeing (or corporate America) and how it has changed in the recent past would be interested in this book.”

Join us for an afternoon with Turbulence co-author Edward S. Greenberg, PhD., Wednesday, February 9, 2:30 p.m. - 4:30 p.m.
South Seattle Community College Georgetown campus (6737 Coron Av. S., Bldg A, Room 112)
For more info email pcstl@uw.edu or call 206-543-7926
751 Promotes National Wear Red Day on Friday, February 4

On Friday, February 4 Americans nationwide will wear red to show their support in the fight against women’s heart disease on National Wear Red Day. This day of action is being promoted by the District 751 Women’s Committee as part of a national awareness campaign for women and heart disease, which is the number one health threat to women. The campaign was originally created in 2002 to deliver an urgent wakeup call to American women.

Some statistics to know:
- One in four women dies from heart disease.
- Two-thirds of women who have heart attacks never fully recover.

Although significant progress has been made in increasing awareness among women that heart disease is their number one 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. This campaign encourages women to talk to their doctor, find out their risk, and take action today to lower it. So help raise awareness and wear red on February 4 as a reminder for women to protect their health. To find out more about women and heart disease, visit The Heart Truth Web pages at www.hearttruth.gov.

District 751 Women’s Committee was joined by many District Council delegates and officers in encouraging everyone to take part in “Wear Red Day” on Friday, February 4 to promote awareness for women and heart disease.

Research Shows Anti-Union Laws Do Nothing to Help Economic Growth

Republicans in states like Indiana, Missouri and even Washington are promoting anti-union “right-to-work” laws as a solution to the high unemployment that continues to grip America in the wake of the Wall Street collapse that caused this Great Recession. However, new research shows that these anti-union laws do nothing to help economic growth – and even suggests that passing new right-to-work laws could jeopardize the slight economic recovery the country has so far.

The research, by Professor Lonnie Stevans at Hofstra University in New York, looks at the 22 states that have adopted right-to-work laws, including Idaho, using data reported by the U.S. Small Business Administration. Stevans found that:
- States with anti-union right-to-work laws don’t have greater economic growth than union-friendly states like Washington.

These anti-union laws have no influence on employment growth.

In fact, the only measurable differences Stevans found between anti-union states and states like Washington is that fewer workers belong to unions in right-to-work states – and their pay averages 6.5 percent less.

In a second study, a Princeton University economics professor looked specifically at Idaho, which passed a “right-to-work” law in 1985. The Princeton study found a significant drop in wages paid to non-union workers in Idaho after the law passed, compared to other states. However, workers in Idaho’s Panhandle benefit from the fact that Washington doesn’t have “right-to-work” laws, according to a study by the Economic Policy Institute. It found that when workers in a right-to-work state live next to a union-friendly state, employers in the “right-to-work” state have to raise their pay to compete.

The Stevans study at Hofstra also debunked earlier research that claimed that anti-union laws help states attract new manufacturing businesses. Stevans found that “right-to-work” advocates “dramatically overstate” the benefit of anti-union laws, and when you look at a state’s overall economy, any gains in manufacturing employment are off-set by the jobs lost in agriculture, fishing, mining and service industries – jobs lost because manufacturing workers have less money to spend for food, homes, goods and services.

That’s enough to make a difference in today’s economy, argues the group American Rights at Work. The group cites Federal Reserve Chairman Ben Bernanke, who said recently that the U.S. economy won’t see sustained growth until rising wages spur more consumer spending.

Anti-union legislation would have the opposite effect by creating lower wages, the group argues. “Research indicates that rather than generating more jobs, legislators risk depressing wages and impeding this economic recovery.”

“Our economy is dependent on consumer spending,” American Rights at Work concluded. “When workers don’t have money in their pockets to spend, our economy suffers.”

What is “right to work?”

Often called “right-to-work for less” by union advocates, the so-called “right-to-work” laws came out of the National Labor Relations Act of 1947. It allowed states to pass laws banning “closed shop” agreements between companies and unions – like the one between Boeing and the Machinists Union. Under closed-shop agreements, every worker is automatically enrolled in the union once they take a job or pay equivalent fees. In “right-to-work states,” workers can opt out of union membership – but the union still has to provide services to them, whether they are dues-paying members or not. This strikes at the heart of labor solidarity – because all the members in the shop are not working together for their common benefit – and it weakens unions’ ability to negotiate on behalf of the members, which is the intent of anti-union advocates.

Sunrise DentalOpens Three New Offices

Recently, Sunrise Dental opened three new offices – all of which are represented by IAM 751. Because Sunrise employees are union members themselves, they are committed to serving Union families. If you live in the area and are looking for a dentist, you might want to consider Sunrise Dental as an option.

Follow are their new office locations:
- Sunrise Dental of Bonney Lake
  20071 State Route 410 E.
  Bonney Lake, WA 98391
  253-862-1015
- Sunrise Dental of Mount Vernon
  2121 Freeway Drive, Mount Vernon, WA 98273
  360-848-6777

For a list of all locations, visit the website at: www.sunrisedental.com.

In Renton, 751 member Catalino Antes works on wiring for the aft section of the P-8A Poseidon airplane.

$1.6 Billion Navy Order for P-8A Poseidon

Continued from page 2

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20071 State Route 410 E.
Bonney Lake, WA 98391
253-862-1015

Sunrise Dental of Mount Vernon
2121 Freeway Drive, Mount Vernon, WA 98273
360-848-6777

For a list of all locations, visit the website at: www.sunrisedental.com.
Machinists Reach Milestone with 767

The 767 is a proven airplane, and they've delivered zero. "We're about to deliver our 1,000th line has more experience than the entire Airbus tanker team in 60 years," he said. "Machinists know how to produce the tools we use to defend our nation."

Now is the time for this foolishness to come to an end," he said. "This is a hot debate in Congress between representatives from Washington and Kansas, who've backed the Boeing bid, and the handbook of Republican Congressmen from Alabama who support Airbus."

Machinists District 751 activists joined several thousand others in packing the gymnasium at Garfield High School, then marching through the streets of Seattle on March 17 in honor of Dr. Martin Luther King Jr. "This year's Seattle celebration was, "Machinists United to Build the Beloved Community" and refers to Dr. King's vision of a world without hatred."

Seattle's annual M.L. King celebration is once of the largest events honoring Rev. King in the nation. 751 does more than just participate on the day of the event. Several 751 members, including Abdul-áleem Ahmed, Clifton Wyatt, Lem Charleston and A.C. speedy, serve on the planning committee that meets for months to prepare for the event. The day of the event has 22 different workshops that covered topics as varied as health care reform to violence prevention to steps to homeownership. The 2011 rally program included special performances by the Leschi Elementary Children's Choir, El Centro Children's Choir and PNW Drumline. Featured speakers at the event were Claudia Kauffman and Clifton Wyatt, trustee; Joyce Nugent, secretary; Andrea Hutchinson, trustee; Bob Malone, treasurer. Back row L to R: Hourly representatives on the Board: Sukari Mdogo, vice president; Robley Evans, president; Renard Burnett, trustee; and Dave Hopkins, trustee.

Above: Scott Holzczewski and Duy Tran proudly carried the 751 Human Rights banner in the annual celebration.

The theme of this year's Seattle celebration was "Machinists United to Build the Beloved Community." The theme of this year's Seattle celebration was "Machinists United to Build the Beloved Community."

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"Airbus should not be rewarded for breaking international trade rules," Wroblewski said. "This is one of the world's largest employee-owned and operated charitable funds."

The Employees/Community Fund (ECF) of Boeing Puget Sound has elected a new slate of board trustees for 2011. The trustees determined among themselves the various positions they would hold on the board. IAM Local F Vice President Robley Evans was elected as ECF President. "It is an honor that the other trustees felt I could lead ECF in 2011," said Robley. "It is a lot of responsibility managing a $10 million a year nonprofit. Hope to leave ECF a bit better when I hand it off to my predecessor -- that is my goal." Serving for two years, ECF trustees manage the day-to-day operations of the Puget Sound region's fund. Since 1951, Boeing employees have donated more than $500 million to ECF Puget Sound, which celebrates its 60th birthday on Sept. 20. The companywide ECF is one of the world's largest employee-owned and operated charitable funds.

Many of the 751 activists posed for a photo on Garfield steps before starting the march.

2011 ECF Board Ready to Serve

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Machinists Step Up to Help Family of Fallen Union Brother

In the last months before his death, District 751 member Walter Hillbrand worked hard to get his affairs in order, including making repairs to the house where he and his family in Stanwood.

There was one project Hillbrand couldn’t get finished before he died of liver cancer in November — replacing the rotted wooden deck in their back yard. So in January, his Union brothers from District 751 went up to finish the job.

“It’s marvelous,” said his widow, Vicki Hillbrand. “It’s been a blessing.”

Hillbrand was diagnosed with terminal cancer last July. A 20-year Navy veteran, who spent most of his career maintaining jets at Miramar Naval Air Station near San Diego, he retired on Boeing in 2007, and moved to Stanwood with his family: wife, Vicki; a daughter, Sabrina, now 14; and son C.J., who now is 12.

He was working on a 787 flight test team based out of Victorville, Calif., this spring when his co-workers started noticing that Walter wasn’t well.

“He was having memory problems, and numbness in his brain,” Vicki Hillbrand said. “It wasn’t like he was sick or something.”

Doctors at first suspected he’d develop multiple sclerosis, she said, but tests came back negative. “We had so many tests done on that poor guy.”

But when he went in July for routine surgery unrelated to his illness, the doctors found the problem — his liver was riddled with cancer.

“It was kind of like a mistake they found it,” Vicki said. “It wasn’t like he was sick or something.”

Friends from the flight test team had put the Hillbrands in touch with District 751’s Machinists Volunteer Program Chairman Robley Evans and Health & Benefits Coordinator Garth Luark. Evans and Luark went out to the Hillbrands’ home in November to do an estimate on how much lumber would be needed to build a wheelchair ramp for Walter, to help him get in-and-out of the house for his chemotherapy treatments.

The cancer was going to take him eventually, but the doctors’ goal was to use chemotherapy to give him extra time and maybe even get him healthy enough to return to work for a while. Vicki said, “We thought he’d last a lot longer than four months.”

But the cancer didn’t cooperate, and within a week of Evans and Luark’s visit, Walter Hillbrand was dead at age 56.

After his death the family no longer needed a ramp. But his liver was riddled with cancer. “He’s gone, but his family is not,” said Luark.

The Hillbrand’s deck was in shambles. A poor design had led to widespread rotting across the wooden surface, to the point that it wasn’t safe to walk on it.

“Walter had put his foot through it,” Vicki Hillbrand said. “He was lucky he didn’t break his leg. We have five dogs and two kids, and it was an accident waiting to happen.”

“When he got back to work, they were going to replace it; they just didn’t have the money to do it then,” Luark said. “It was unfinished business that he left behind.”

So District 751 Machinists decided to finish it for him. Union staff and Business Reps donated cash for the family to pay off some bills at Christmas time, and bought lumber to rebuild the deck.

“Walter was not one to leave anyone hanging,” said Vicki. “We’re all family,” she said. “He didn’t leave each other hanging.”

You can find video of the deck rebuild project on the District 751 YouTube channel: www.youtube.com/IAMBuildingCommunity.

A ‘Harvest’ to Help Others

Over the Christmas holiday, Machinists members and their families converged on the Northwest Harvest warehouse in Kent to help.

Like a well-oiled assembly line, volunteers scooped, bagged, sealed, weighed, boxed and stacked frozen green beans for distribution to families through food banks across the state. By the end of the morning, District 751’s volunteer crew had packed 13,680 pounds of green beans.

The effort would feed over 3,908 families.

Many of the volunteers have made it an annual tradition over the holidays, as a way to give back to the community.

Beyond the tremendous volunteer effort, the Washington Machinists Council also presented a check for $1,000 to help provide additional food for the needy in the state.

Vicki said she’s been touched by the support she’s received, not just from the Machinists Union, but others in the community. She said she’s determined to make a new life in Stanwood with her children.

“I believe God put us here in Stanwood for a reason,” she said. “This is a great community, and a lot of people have come to help us out.”

The Machinists were glad to help, Luark said.

“We’re all family,” he said. “We don’t leave each other hanging.”

Members worked diligently in the “frozen” room - bagging and sealing 13,680 pounds of frozen green beans.

District Secretary-Treasurer Susan Palmer presented a $1,000 check to NW Harvest on behalf of the Washington Machinists Council as 751 volunteers applauded.
RF 571 AERO MECHANIC
February 2011

Retiree Spotlight: Clara Atkins

by Rosanne Tomyn

This month, our retiree spotlight highlights Clara Atkins. First hired at the Boeing Company in 1952, Clara later became a Machinists Non-Partisan Political League (MNPL) Representative and Organizer for District 751. She traveled the country as part of her legislative action working for MNPL and spent time organizing workers in Eastern Washington and Montana. She went above and beyond that—spending weekends and evenings working to establish Seattle’s A. Philip Randolph Institute with the AFL CIO. Her dedication to the workers and families of Washington State is incredible and her experiences living through some of America’s greatest social and political changes give me some interesting insight into what it meant to be a strong, successful woman in a generation that didn’t make that easy.

When were you born?
1926

What was your first job?
I was a nurse right after High School.

Did you ever have trouble with supervisors?
If they sent everybody else, I want to go too. I’m not going to listen to you. I wanted to go where my voice will be heard. Did you ever have trouble with supervisors?

Did you ever have trouble with supervi-

sors in your shop when you were Steward?
Yeah, because he didn’t like the women’s attitude. So he took her off the sewing machine and then got her back on it. I told him he couldn’t do that. He said, “I don’t like her attitude.” I told him he had to put her back on the machine by 10 o’clock or I’m calling the Union. He was working second shift. He was there at 10:30 so we got all of us together, the Shop Steward, the supervisor, and the general or whatever you call him. The general supervisor said “I’m afraid that you are wrong. I can’t see anything that she has done to make you put her off the sewing machine. I wasn’t scared of him.

Did a lot of women in the shop have a hard time there?
Yes, in the beginning.

Was it difficult to be a female Steward?
No, I didn’t have any problems. I wasn’t the only female Steward. A lot of the men were scared to speak up, too. They were buddy-buddy with the supervisor and wouldn’t do anything for the members. I was with the Union and swore to do the Union job.

Over the years, did you see a change in how women were treated in the shop?
Yes I did. It took almost until I left there. I was still involved as an MNPL Rep. They didn’t want any women. It was hard for a woman at that time. Women’s rights in those days were very little.

Did you ever have any discrimination at Boeing before or after the movement?
Well no, not really. Not openly. But there was some.

Did you enjoy working for Boeing?
Yes I enjoyed working for Boeing and picking on the supervisors. I sure did. I picked on them.

How did you get chosen to go to Leadership School for the Union?
I was a Shop Steward and they were sending all the Stewards to Leadership School. I asked, “why can’t I?” He said “I guess we’ll send you to Canada.” There’s a bunch of us that didn’t care as long as I got my foot through the front door.

Then when I was ready for Advanced, they said “you can’t go to University of Washington.” I said, “how many people are going there?” He said “a hundred something.” So he says, “I’ve only got one opening and you don’t want to go there.” I asked “where?” He said “University of Illinois.” And I said “I’ll go there.” He asked “why do you want to go there?” I said “I want to go where my voice will be heard.”

If you’ve got 100 of them, they’re not going to listen to you. I wanted to go where my voice will be heard. Did you ever have any trouble with supervisors?

How did you convince them to fi-
nally send you?
If they sent everybody else, I want to go too. I’m just as good as anyone else.

When were you first hired as an Organi-
zation for the Machin-

ists?

After I finished Leadership in 1969, I came back and put my hat in the ring for the Machinists Organization for the Machinists.

What was your main assignment as

Steward in the shop?

And they were all there the whole time. They forget before you finish saying it. So you have to think. But when you pick up a telephone, you can tell them to read it, they’re gonna think. When you give somebody some-
ting and tell them to read it, they’re gonna think. They don’t do that now, they get on the telephone. When you give somebody some-
thing and tell them to read it, they’re gonna think. But when you pick up a telephone, they forget before you finish saying it. So we went door-to-door.

Did you like going to the Legislative Conferences in D.C.?
Yes I went to Congressional Recep-
tions with them there. They were wonderful.

Were you involved in any cam-
paigns for other states?
If there was a tight squeeze somewhere else, they would send me but mostly here. I’ve even been in Magnusson’s campaign. Inver will forget, somebody said “Maggie, do you know Clara?” He said, “oh yeah, we’re old timers” Maggie was nice. I had a lot of fun. Hard work, too.

Did you hold any offices with 751?

What was your favorite part about working as District 751 Staff?
I got a chance to meet a lot of people.

When I did the Health and Welfare I got a chance to go to Stelacoom and differ-
ent places all over. I had one event where I had been married and he remarried, then he died. I went to see him and called his Business Agent because I asked him, “how did you change his life insurance to his new wife?” We got a couple of our nurses and my business agent and we had him sign, he just could sign for his wife to get the insurance. And for years, they would call me and thank me for helping her. He died two days later. I did that job for quite a while.

What made you go back to Boeing?
I had to go back; they deleted my job. They didn’t want women at the time so I went back to the shop in Seattle. I worked in the C Shop. I was a Press Grade Operator. Iran for Local A. I was Bylaws Committee in Local A. When I went to Local C I became Financial Secretary for Local C. But the big job, they didn’t want a woman to have.

When you went back to the shop after working for the Union, it was a different job.
Yeah, if you go out on Union leave, you’re guaranteed a job if you return to the same job, but maybe not the same one. I couldn’t go back to the other one because there were layoffs.

Did you ever get laid off during your
time with Boeing?
No. Every time it came to me, they sent me somewhere else.

Did you work as a Shop Steward when you got back in the shop?

Continued on page 11
January Retired Club Business Meeting Minutes

by Ruth Render,
Retired Club Secretary

The meeting was called to order by President T.J. Siebert on January 11. The Lord’s Prayer was said followed by the flag salute and the singing of God Bless America.

Roll Call of Officers: All officers were present.

Minutes: It was MSNP to accept the minutes as printed.

Financial Report: The November and December expense reports were read by Treasurer Betty Ness. A motion was made to accept the reports as read. MSNP.

Business Representatives Report: The Business Rep report was read by retired member Jim Tgger.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Melvin Doty, Eddie Edwards, and Bob Ripley served as BR from 1979 to 1993.

Health & Safety: John Guevarra reported the Health and Safety issues on the “Meet the Press” TV program.


Legislative Report: Carl Schwartz spoke about the new healthcare bill and the fact that the benefits began January 1 this year. He recommended that everyone ask their elected representatives to vote against the repeal of the new healthcare laws.

Good & Welfare: John Guevarra reported the Retirement Club officers are concerned about membership growth. He was happy to read the write up in the Aero Mechanics about the special Veteran’s Day program that took place during the November retiree meet. He said this kind of article helps promote the club. He proposed getting together every year to discuss and plan additional programs that will be beneficial to our retired members.

Adjournment: A motion was made to adjourn at 11:45 p.m. MSNP.

Ripley Championed Effort on Chemical Illness

On January 1, retired 751 Business Rep Bob Ripley passed away. Although he had been retired from union service since February 1983, many will remember him for the tenacity he brought in gaining national attention to the chemical exposure that caused more than 100 workers in the Auburn plant to become ill in the late 1980s.

The persistence he showed in representing and rectifying the chemical exposure was characteristic of his service to the membership over the years.

Bob hired into Boeing in 1967 as a milling machine operator. When issues began to arise in the shop, he accepted the position of Union Steward and began his involvement in the Union. He worked his way up through Union leadership, served two terms as Vice President of Local C followed by two terms as Local C President, as well as serving on the District Council (the Union’s governing body).

Bob was first elected Business Representative in 1979, a position he was continually elected to until his retirement on February 1, 1993.

Throughout his career he was devoted to defending the rights of workers and would always speak up if something was wrong. His outspoken nature meant he was not always popular with the leadership of the company, but he did it for the members and because it was the right thing to do.

IAM/Boeing Joint Programs Co-Director Gayl Bailey applauded his efforts on the chemical illness. Bob was the one man who really listened to those workers and stood up for them. He didn’t accept the report from the company doctor that said one person got a cold and they all caught it.

Bob pushed forward and brought national attention to the situation when 2020 did a story on the chemical illness. This media attention forced Boeing to take action to correct the situation, said Bailey. “We benefit today from Bob’s efforts, which helped bring about Article 16 of the contract with our health and safety language and the Health and Safety Institute.”

Retired Members Check-In Form

Cut out the mailing label bearing your name and address attached to the front page. Paste, tape or staple the label in red ink to 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 latest information. Please mail this coupon as soon as possible or call the information into the Dues check-in at 206-763-1300 or 1-800-763-1301 or email the info to webmaster@iam751.org.

NAME: ____________________________

NEW ADDRESS: ____________________________

CITY ________________________________ STATE ________ ZIP __________________

Congratulations to the following members who retired from the Union:

Kenneth Ames Jr Laba Koroski
Dissidio Bacot Jr Anita Lemme
Lillian Baldwin Christina Leslie
Robert Boulduc Thomas Lindberg
Leslie Campbell Clarence Long
Dega Day-Anderson Jerome McDaniel
Julio Colon Daniel Michael
Samuel Curnums Jr Bruce Olson
Debra Dore Gregory Olton
Phillip Done James Panlener
Elizabeth Fidelone Oskar Primivito
Bradley Foster Glen Samaelsen
Lina Gagnon Reinhart Schafer
Les Warghs Jr Rocky Sitz
Dennis Fink Charles Stearns
Robert Goksey William Stratton Jr
Thomas Heffron James Thersis
Nhan Hong Robert Tift
Lori Hoerster William Turner
Brian Holtslag David Vincent
Cheryl Hughes Frederick Wahlen
William Johnson Christine Wikstrom
Lavren Kerner Clara Woodard
Willy Kliewer Joyce Wray

T.J. Siebert thanked everyone for the support he received last year. He is looking forward to serving as President again this year. He acknowledged the many volunteers who helped last year, in particular, those who helped with the retiree picnic and the Christmas dinner. T.J. also thanked George Braun for all the help he provides in the kitchen.

Betsy Ness reported that she will be auditing the books the third week of January.

Meeting Dates:

• 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.) Second Monday of the month is the business meeting. A lunch is served at noon every Monday following the meeting.

• Everert Retirees Group meets at the Everett Union Hall (9729 Airport Rd.), the fourth Tuesday of every month at 11 a.m.

Union Retirees:
FREE WANT ADS FOR MEMBERS ONLY

Phone (or Address)

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

Name __________________________
Address _________________________
Shop Number ______________________

Mail Coupon to AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108 Deadline is Feb. 17th!

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 periodically. Ads are free only to members - active, paid-off, or retired. For first response, include phone number instead of address in ad copy. Members’ “cottage industries” will be OK in ads, but no commercial cars. When using your own paper or ads, include information required on regular ad blank. Deadline For Next Issue Feb. 17th.

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Continue from page 8

I stayed a steward in the shop and I continued being the Financial Secretary for the children of District Lodge 751 members working at Boeing that may just help you answer that question.

The Reita Cruz Scholarship has been established to honor and provide financial support to deserving high school seniors who will be pursuing a career in the business world, and has been accepted to one of four universities in our state: Seattle University, University of Washington, Washington State University, and Western Washington University.

Eligibility requirements are as follows:

• Must be a current high school student

- The Union is why the salaries are advertised. You'd be getting paid half of what your salary is, if you don't have a Union. You'd be

• Must be an experienced and skilled hourly worker

- The skills they'll need to succeed at their jobs must be postmarked no later than

3. Eligibility requirements are as follows:

- Must be pursuing an academic curriculum that will prepare one for a career in the aerospace or not, hold high-skill jobs in manufacturing.

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

5. There are some companies that have interrupted by withdrawal cards; others that have not.

6. The IAM Scholarship is open to members who have received a minimum of four years, whichever occurs first. The contract guaranteed that each of the children on the payroll, rather than to make significant increases in their pension fund contributions.

7. The contract guarantees that all the companies our members work for a minimum of two years, whichever occurs first. The contract guaranteed that each of the children on the payroll, rather than to make significant increases in their pension fund contributions.

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Local 1951 Steward Drives Machinists Car to First Place

If you had any doubts that Machinists are winners, look no farther than Local 1951 shop steward Wayne Griffith.

The Pexco extension operator is the two-time defending points champion dirt-track racer at the Central Washington State Fair Raceway in Yakima. And the Ford Probe he races in the Hornet class sports a big bright sticker adorned with the words "Triumph." He was the top finisher among the Hornet class racers at the track’s season-opening event.

"I've always been a union guy," he explained. "I spent all summer, pretty much most of my time at Triumph doing training and addressing safety issues. I looked inside with a flashlight and discovered tiny pinholes in the palm of the Nitrite glove. The manufacturer claimed since workers don’t touch the chemical with the backs of their hand, the gloves were safe and the Nitrite palm provided proper protection. Carl wasn’t convinced and investigated further. He asked the glove supplier to run specific tests against the materials they were using at Triumph, and also conducted his own tests. After using the gloves with formaldehyde, he looked inside with a flashlight and discovered tiny pinholes in the palm of the glove—revealing that employees were not protected from the chemicals.

"I tried to work with the glove manufacturer, Triumph and the employees so we are safe and keep production moving. Triumph is very good about taking care of safety issues."

With his keen interest in safety and Triumph’s commitment to workplace safety, Carl will continue to get training and address issues so they surface. He continually pushes for air samples when they set up a new area or bring in new materials to ensure it is safe before anyone begins the work.

"Employees regularly come to me with issues, and I just work to get them fixed," stated Carl. "We are getting better about documenting it so we can share the information in case another area has the same sort of issue."

If you work at Triumph or one of the other companies in the Spokane area and have a safety concern or questions on MSDS sheets, Carl would be happy to assist. Contact him via email at cwandrews@triumphgroup.com.