Want a good contract with Boeing that features improved pension, quality health care, COLA? Then plan to attend the Strike Sanction meeting on July 13. It is the single most important thing every member can do to secure a fair contract. Attending this meeting signals to Boeing you are committed to getting a good contract. The show of solidarity demonstrates members support their negotiators.

District 751 President Mark Blondin stressed, “Waiting to vote on the last and final proposal on September 1st is not enough. It’s over by that time. We need membership action early in the negotiation process to show Boeing every member is serious about getting a contract that addresses our issues. If every member just does one thing to secure a contract, it should be attending the strike sanction meeting on July 13.”

Securing a contract is a huge responsibility – and one that every member must share in. Union Negotiators sitting at the bargaining table will do everything in their power to deliver a good contract and understand the importance of their actions. Yet every member has a responsibility in the negotiations, as well.

In shop floor meetings and focus groups, many members indicated confusion over the strike sanction process. Therefore, an in-depth explanation is provided on page 6 to help members better understand the process and their role.

**Passing Our Proposal - Bargaining Begins**

Optimism described the attitude of both the Union and Company as formal negotiations with Boeing began on June 10. At the meeting, the Union presented a comprehensive proposal which reflected issues the members have identified through surveys, shop floor meetings and focus groups.

Pension, health care and job security were outlined as key issues for this round of talks. Both sides acknowledged the economic climate for Boeing and the Union has changed dramatically since the last negotiations in 2002 and seemed committed to securing a contract we could recommend to the members.

District 751 President Mark Blondin noted, “We are optimistic as we enter this round of bargaining. We have all been through hard times in the last few years, but we met the challenges. Our members did the right thing using their skills and hard work to increase productivity and efficiencies, and helped Boeing through very difficult times. We encourage Boeing to do the right thing and offer a fair contract.”

“We recognize Boeing still has challenges to face, but if we work together to face them, we are all more successful,” Blondin added.

Union Negotiating Committees are meeting on an ongoing basis to exchange proposals. Both sides have agreed not to negotiate in the media. Therefore, little details will be available on a daily basis.

Blondin noted, “I understand the members’ concern and interest in receiving details of the negotiations. However, it is not conducive to the negotiation environment to release details while the negotiations are continuing. Once we enter the critical phase, I will do everything in my power to keep the members apprised of the progress of negotiations.”

For an overview of the proposal, see page 7. In conjunction with the opening of formal negotiations, the Union launched its negotiation website to assist members in getting up-to-date information on this round of bargaining. Visit iam751.org/contract2005.

EMF Lands 787 Work

Part of the Boeing’s all-new 787 landed at the Auburn plant – giving our members there an opportunity to be a part of the new Dreamliner airplane. In early June, members working in Auburn’s Emergent Manufacturing Facility (EMF) learned they would produce the heat shields for the 787, which will be installed on the aft strut fairings behind the engines on both Rolls-Royce and General Electric configurations. First part delivery of the heat shield is scheduled for July 2006.

The announcement was good news and a welcome opportunity.

Union Steward Paul Hoffman noted, “People are excited at the chance to work on the 787. Because it is the new plane and a huge part of Boeing’s future, we want to be a part of that plane. About 99 percent of our current work is on the 737 so expanding to another airplane – especially the 787 – is a big deal and provides additional job security.”

“The 787 heat shields are a significant work pack.”

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- Retirement
- Local 86 Awards
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**July 13 – Be There!**

We need every member to attend the Strike Sanction meeting on July 13 at Safeco Field in Seattle. A large turnout shows Boeing our members are committed to “Doing the Right Thing” and want a fair contract.

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Memberships Issues Reflected in Union Proposal

by Mark Blondin,
District President

Your Union Leadership formally submitted our contract proposal to the Boeing Company on Friday June 10th at the Union Headquarters in Seattle. Our proposal contains changes and additions to the collective bargaining agreement – changes and additions that reflect your answers and input to the multiple surveys and shop floor meetings that you have participated in this year.

Pension is the top issue. Our proposal not only significantly raises the basic benefit, but asks for cost-of-living adjustments for past and future retirees.

We also have proposed positive changes to the alternate formula. In addition to the changes to the Boeing defined benefit pension plan (currently at $400.00 per month per year of service) and the alternate formula – your Union is proposing a second pension plan, the IAM National Pension Plan. With increases and changes to the Boeing Pension Plan along with the addition of the IAM Pension Plan, your union feels we can achieve your goal – retirement security.

Your Union is also proposing many necessary changes to the Medical Plans. These changes will increase the quality of our health care, and curtail out-of-pocket expenses and deductibles. This is a key issue of our last year and our bargaining team intends to bargain hard on your behalf for this as well as pensions.

Jobs in the Puget Sound region are critical for us and future workers. We intend to push for Puget Sound to be the critical and foremost area of expertise in the fabrication and maintenance of Boeing aircraft. We should be the workforce of choice as the Company moves forward, and we should share in the success of the Company.

There are many more issues than these top ones I have written about. Whether it is pension, health care, shift differential, more vacation, sick leave, training, upgrades, transfers, or any issue – we can only achieve them if we are solidarity together. Thanks for the continued solidarity and support. The shop floor lunch meetings have gone well and all of your input is really appreciated.

Membership participation will be key to our success. I am looking to you to attend the Strike Sanctuary meeting on July 13. We need to stand together and send that united message to Boeing – the message that the Union is together will do what it takes to gain a great contract. Big numbers show solidarity and help win our case. The Union is asking the Company to Do the Right Thing and treat our members fairly. I will see you there.

If every member of this union takes this seriously and attends this very important meeting, we will be successful.

Updates at United, Alaska and Onex

Members at United to Vote
IAM members at United Airlines will vote on a five year tentative agreement that resolves all outstanding issues for an amended collective bargaining agreement. Voting will be concluded by July 22, 2005.

“We believe this tentative agreement is fair to our members and contributes the cost savings United needs,” said IAM District 141 Vice President Randall Canale. “The IAM Negotiating Committee unani- mously recommends ratification of this tentative agreement as the best way to avoid contract termination, provide secured pension benefits and job security for our members.”

The tentative agreement establishes participation of IAM-represented employees in the multi-employer IAM National Pension Plan, a fully-funded defined benefit plan covering 65,000 beneficiaries at 1,700 U.S. companies.

“This Negotiating Committee did an outstanding job under appalling circumstances,” said Robert Roach, Jr., IAM General VP of Transportation.

“This agreement preserves the integrity of our collective bargaining rights at United,” said Canale. “A negative decision in court could have wiped out 50 years of collective bargaining achievements.”

Alaska Airlines is Off Course

Alaska Airlines is locked out 472 Seattle Ramp and Storest Employees. If Alaska Airlines is seeking to bargain a settlement to the satisfaction of our members, then the IAM will notify the National Mediation Board that negotiations are at an impasse and an ask to be released from mediation. This initiates a 30-day count down which would result in a strike at Alaska Airlines.

IAM members have repeatedly bolstered Alaska picket lines in an effort to save local jobs.

Meanwhile, hundreds of IAM members and union activists rallied at Seattle’s Sea-Tac International Airport and then marched to the airline’s headquarters. District 751 members and leadership were there to lend support. In addition, District 751 has helped with mailings, flyers, media and other activities. Alaska Airlines has been beset with operational problems since the lockout. The airline’s CEO, Bill Ayer, said in a conference call with the IAM and other unions that some of the cost-cutting decisions the company made have been “backfiring.”

Ayer reported beginning of summer operations has been a “disaster.” He said that on-time performance is about 40 percent with 35 cancelled flights.

Talks with Onex Restart

In Wichita, negotiations between the Machinists Union and Onex got off to a rocky start on June 20. The Union proposed to use the last, best and final offer that was rejected on May 24 as a starting point.

On June 20, the company’s proposal included language that was similar to the proposal that was rejected on May 24. However, changes to the proposal included no pension, no equity participation program, changes to vacation and sick leave accrual rate and changes to the medical package.

The Union and Company were continuing to meet as the Auto Mechanic went to print. For updates, visit www.IAM34.org.

“We need to secure the very best Collective Bargaining Agreement as possible for our members, with as many accompanying jobs as possible,” said IAM Aerospace Coordinator Dick Schneider. “We hope to have a new proposal for our members to vote on in the next few weeks.”

In Seattle, the IAM is preparing to resume negotiations with Alaska Airlines on all outstanding contract issues, in the wake of the June ruling denying the IAM’s request for an Emergency Motion for Pre-the June ruling denying the IAM’s re-standing contract issues, in the wake of 50 years of collective bargaining achieve-

Attacks on Workers Are a Call to Action for All of Us

Over the last few weeks, we’ve seen unprecedented attacks on our members. United Airlines is about to default on its pension plan, adversely affecting thousands of IAM members. Over 400 IAM baggage handlers have lost their jobs at Alaska. And now, this despicable cut-throat contract at Wichita, theft of our members soundsly rejected. In each of these cases, thousands of other employees of these companies are also getting the “rug pulled out from under them.”

It’s time for District 751, and all of us in labor, to take a clear, public stand in support of our fellow union members and related workers. At a minimum, we need to notice on the web site and in our paper as well as public demonstrations of solidarity. Our members can be counted on to respond generously to all requests for aid from our fellow brothers and sisters. Expressions of solidarity now are crucial to a successful conclusion to our own contract negotiations this fall. Do the right thing!

In solidarity,

David Schop, Helen Jones, Carl Amos, Patricia Curtis, Phil Luder, Roger Couch, Philip Lynch, David Keen, Leonel Guerrero, Gary Schaitel, Robert Wintner, Russell Giguer, Brad Chunn, Rose Granfield, Jerry Lawson, Maurice Adams, Lloyd Holloway.

Mail letters to the editor to: 9125 15th Pl. S., Seattle, WA 98108 or e-mail them to connieck@iam751.org

751 AERO MECHANIC

Connie Kelliher, Editor
Member of The Newspaper Guild
CWA @37082

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District Business Representative
Gloria Millsaps, Vice President
Bruce Spalding, Secretary-Treasurer
Kim Leufroy, Sergeant-at-Arms

Tommy Wilson
Roy Moore
Susan Palmer
Ernest McCarthy
Paul Knode
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Jackie Boschk
Ray Baumgardner
Larry Brown
Zack Zaratkiewicz
Tom Wrobel
Emerson Hamilton
Stan Johnson
Paul Miliken

Union Business Representatives

Union Offices:
• 9125 15th Pl. S., Seattle, WA 98108
• 4226 E. Mission, Spokane, WA 99207
• 2920 N.W. 54th Pl., Seattle
• 3317 S. Jackson St., Seattle
• 4226 E. Mission, Spokane

District Lodge 751, International Association of Machinists and Aerospace Workers

CWA #37082

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REPORT FROM THE PRESIDENT

LETTERS TO THE EDITOR

751 AERO MECHANIC

Connie Kelliher, Editor
Member of The Newspaper Guild
CWA #37082

District 751 AERO MECHANIC (ISSN0944-7834, USPS 804-6601) is published monthly except December by Aerospace Industry International Association of Machinists and Aerospace Workers, AFL-CIO, 9125 15th Pl. S., Seattle, WA 98108. First class postage paid at Seattle, WA. POSTMASTER: Send address changes to District 751 AERO MECHANIC, 9125 15th Pl. S., Seattle, WA 98108.
At a press conference timed to coincide with the opening of the Paris Air Show, District 751 President Mark Blondin joined U.S. Senators Patty Murray and Maria Cantwell in calling for an end to unfair subsidies for Airbus.

Senator Murray has continually led the charge in urging the U.S. government to go after the European Union for subsidies which give Airbus an unfair advantage. Murray applauded the U.S. Trade Rep, who is moving forward a trade case with the World Trade Organization (WTO).

Along with airplanes and technology, there’s something else on display at the world’s biggest air show, declared Murray, “the fruits of some thirty years of direct cash advances and illegal subsidies to Airbus.” She added, “Some may ask why the Europeans must subsidize their new aircraft, but we know the answer. The Europeans understand that without the subsidies, without an unfair advantage, they would have a heck of a time competing head-to-head with American workers. They would lose. We’ve got to stop the subsidies.”

District 751 President Mark Blondin noted, “It is time to level the playing field and protect and support our aerospace jobs. We have to hold Airbus accountable.”

He complimented the tireless effort of both Senators and the Washington delegation in eliminating the unfair subsidies. “It is essential to stop Airbus from getting launch aid for the A-350 to directly compete with 787. They need to take the same risk as Boeing,” added Blondin. “When they point to tax incentives in Washington State, they should remember that those same incentives are available to Airbus. The same cannot be said for launch aid.”

Senator Maria Cantwell stated, “Launch aid from European governments allows Airbus to develop new planes without risking financial loss if the planes don’t sell. We should all be so lucky. ‘Companies having to contend with the risk of financial loss is what guarantees the public the highest-quality, safest product. Airbus takes short cuts and applies for massive subsidies to avoid such risk.’

In Geneva on June 13, the U.S. and European Union both blocked requests from one another asking the WTO to create panels to investigate illegal subsidies.

We are fortunate to have Senators Maria Cantwell and Patty Murray both fighting hard to protect Social Security, as well as Representatives Jay Inslee, Rick Larsen, Brian Baird, Adam Smith, Jim McDermott, Norm Dicks.

“The president didn’t realize when he decided to invent the Social Security ‘crisis’ that he was actually creating a crisis of his own,” said George Kouroupas, President of the Alliance for Retired Americans. “He didn’t expect such a loud and united reaction from thousands of seniors around the country. Everyone knows Social Security needs to be fixed by strengthening it, so that it can pay the guaranteed benefits Americans earn and deserve for generations to come.” Keep in mind the wealthiest Americans pay less in Social Security taxes, as a portion of their income, than workers at the bottom of the economic ladder. No other payroll tax allows workers to stop paying taxes altogether once they hit a certain earnings level. Medicare payroll taxes, for example, continue regardless of income and without increased benefits.

Americans are opposed to any attempt to dismantle Social Security—especially in view of recent pension plans such as United Airlines.
Volunteers and Sponsors Made Fun Run a Success

Thanks to hard work by the Women’s Committee and numerous volunteers, as well as help from some prime sponsors, the 2005 Flight for Sight Fun Run raised an impressive $15,500 to benefit Guide Dogs of America. The Women’s Committee presented the check at the June 14 District Council meeting. Thanks again to all who helped make the event a success.

Sponsors
- Everett A & Paull
- IAM District 160
- The Boeing Co.
- Service Printing Co.
- Renton Business Representatives Larry Brown & M. Johnson
- IAM / Boeing Joint Programs
- A.washington M.achinists Council
- Rinear & Robilee, Attorneys at Law
- District President Mark A. Blonder & Secretary-Treasurer Bruce R. Spalding
- SEIU Local 775
- A Spirit of Massage
- Jive Junkie
- Regency Blue Shield
- A Washington State Democrats

Volunteers and Sponsors Made Fun Run a Success

Kim Leffroy not only volunteered and ran the race, but served as sponsor and donated proceeds from her Spirit of Massage. Her efforts brought in over $800 for Guide Dogs.

Volunteers were there bright and early to register people for the fun run.

Women’s Committee member Aletha Johnson (l) purchases raffle tickets at the event.

Duane Roope (l) was one of the volunteers that sold hotdogs to help raise additional funds.

Nominations and Election Schedule for Union Offices This Fall

Nominations shall be made for the following Local Lodge officers for a three-year term as described in the table below, in each first Local Lodge meeting in September with elections held in October.

**Nomination Qualifications:**
- Candidates must be a member of the respective Local at the time of the nomination, in good standing, and free from delinquencies of any nature to the Local Lodge, District Lodge or Grand Lodge. Candidates must have been a member of the Local Lodge or of a Local Lodge affiliated with District Lodge 751 for one year at the time of the nomination.
- Members may have their names placed in nomination only if a member nominates them from the floor and the member nominating them submits a letter from the candidate signifying the candidate’s acceptance of the nomination to the office of the Recording Secretary at the nominating meeting. The letter must set forth the candidate’s name and number and candidate’s personal handwritten signature (NOTE: signature must be signed, e-mail notification is not accepted).

**Eligibility to Vote:**
- All 751-A, 751-C, and 1951 members in good standing whose dues are paid within the month of August 2005, and retired Union members, are eligible to vote in their respective Local Lodge election.

**Absentee Ballots:**
- Absentee ballots shall be issued in accordance with the IAM Constitution (can use form at right).
- For Local 751-A and 751-C, direct absentee ballot requests to: District Secretary-Treasurer, 7912 15th St. P.S., Seattle, WA 98108 or personal delivery to one of the following offices: Auburn - 201 A Street SW, Everett - 8729 Airport Road, Renton - 233 Burnett N; Seattle - 7912 15th Pl. Ph. Office hours are 5 a.m. to 9 p.m. NOTE: Auburn, Everett & Renton halls are closed for lunch from noon to 1 p.m.
- For Local 1951, Mail or personally deliver absentee ballot requests to: IAM & AW Ballot Request, 4226 E. Mission, Spokane, WA 99202. Office hours are 7:30 a.m. to 4:30 p.m. and closed for lunch from 1 to 2 p.m.
- If you have questions regarding the election, call Secretary-Treasurer Bruce Spalding on 1-800-763-1301, ext. 3310.

**Election Location:**
- Local 1951:Mail or personally deliver absentee ballot requests to: IAM & AW Ballot Request, 4226 E. Mission, Spokane, WA 99202. Office hours are 7:30 a.m. to 4:30 p.m. and closed for lunch from 1 to 2 p.m.
- If you have questions regarding the election, call Secretary-Treasurer Bruce Spalding on 1-800-763-1301, ext. 3310.

**Local**  
**Date**  
**Location**  
**Position to be Nominated**  
**Election Date/Time**  
**Election Location**

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<tr>
<th>Local</th>
<th>Date</th>
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<th>Position to be Nominated</th>
<th>Election Date/Time</th>
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<tr>
<td>751 A</td>
<td>Sept. 1 6 p.m.</td>
<td>Stewards Meeting Hall 9135 15th Pl S, Seattle</td>
<td>3-year term: President, Vice President, Recording Secretary, Secretary-Treasurer, Conductor-Sentinel, 3 Trustees, 3 Local Audit Committee</td>
<td>Oct 6 8 a.m. to 6 p.m.</td>
<td>Auburn: 201 A St. SW, Everett: 8729 Airport Road, Renton: 233 Burnett N, Seattle: 9135 15th Pl. S.</td>
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<tr>
<td>751 C</td>
<td>Sept. 8 6 p.m.</td>
<td>Stewards Meeting Hall 9135 15th Pl S, Seattle</td>
<td>3-year term: President, Vice President, Recording Secretary, Secretary-Treasurer, Conductor-Sentinel, 3 Trustees, 3 Local Audit Committee</td>
<td>Oct 13 8 a.m. to 6 p.m.</td>
<td>Auburn: 201 A St. SW, Everett: 8729 Airport Road, Renton: 233 Burnett N, Seattle: 9135 15th Pl. S.</td>
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<tr>
<td>1951</td>
<td>Sept. 6 7:30 p.m.</td>
<td>4226 E. Mission Spokane, WA</td>
<td>3-year term: President, Vice President, Recording Secretary, Secretary-Treasurer, Conductor-Sentinel, 1 M.achinists Council Delegate, 1 SE W ash Central Labor Council Delegate</td>
<td>Oct 4 8 a.m. to 6 p.m.</td>
<td>Richland Labor Temple 1305 Knight St, Richland, WA</td>
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Local 86 Honors Service Awards

Local 86 held its service awards banquet on May 14 at the Ridpath Hotel in Spokane.

Special recognition went to Marv Kelly and Rolin Stevens for each serving more than one term as a Local 86 officer.

751 Administrative Assistant Jim Bearden spoke on behalf of Mark Blondin about how important the Local 86 members were to the District.

Local 86 President Steve Warren pointed out that those being honored combine for over 1,100 years of service. Retired Business Rep Craig McClure spoke about retirees and Social Security. As a special service, Local 86 member Val Norby offered pictures of each member and their guest.

Business Rep Paul Miliken delivered 50 year member Fred Herold his award at home. Fred thanked Paul for hand delivering the award and said “I’m still proud to be a Machinist”. Fred retired from Acme Sand and Gravel.


Books & Backpacks Drive Kicks Off

Help kids succeed in school! Donate during the annual Books & Backpacks drive in July. New books, backpacks and school supplies donated by employees go to children who might not otherwise receive these important tools for learning.

In addition to dropping books, backpacks and school supplies into collection bins, employees can choose to make monetary gifts to Page Ahead or World Vision (100% of donations go to the nonprofits selected by employees and are used to purchase books, backpacks and supplies). Visit http://community.web.boeing.com/ and click on the Books & Backpaks to get suggestions on book titles, supplies or to access the online giving page. The drive ends July 31.

Members Make a Clean Sweep

Members and their families recently volunteered to cleanup "B Street Plaza" as part of the City of Auburn’s Clean Sweep Program. Members performed a variety of tasks including weeding, litter pickup, installation of benches and planters.

Thanks to the following who took part in the event: Kent Sprague, Bill Wooser, Fred McKenzie, Pete Caldwell, Scott Sandland, Kira De Jon Perring, Forrest Perring, Mary Seaton Gaine, Ron Coen and John Bama.

Members fixed a sign and install benches in downtown Auburn.

Members helped plant trees along the Interurban bicycle trail that runs through downtown Auburn.
Explanation of Strike Sanction Process

Many members have asked for an explanation of the strike sanction process so they can better understand its importance.

Holding an initial strike sanction vote will be in advance of the actual contract expiration date and accomplishes two important things.

First, the initial July 13 vote provides advanced legal notice to the Grand Lodge, so members will receive the strike benefits without any undue delay if they vote to strike on September 1st. It is required in the IAM Constitution.

Second, an early strike sanction vote is a primary community to educate and rally the members. An open, strong signal of membership determination can persuade the company to bargain earnestly and reduce the chances they will have to strike to secure a good agreement. Boeings closely watches attendance at this meeting as a gauge of how supportive the members are of Union negotiators. A small crowd tells them members are not serious about obtaining a fair contract and do not support Union negotiators. This vote is in no way an indication a strike will occur on September 1st.

The IAM Constitution requires a reaffirmation of strike sanction when you vote on Boeings final offer. The secondary reaffirmation gives members a chance to change their minds once they have seen the Companys proposal. When a member votes to reaffirm on September 1, they are saying they are willing to strike and support the Unions position. The initial strike sanction vote on July 13 is done before members have seen a proposal. It would not be fair to use that vote to take members out on strike.

Q&A

Answers to Member Questions on the Strike Sanction Meeting

Q: When is the Strike Sanction meeting?
A: Wednesday, July 13 at Safeco Field in Seattle. Gates open at 8 a.m. Meeting begins at 10 a.m. Bring yellow eligibility card for admittance. All members are excused from work without pay for the time necessary to attend this meeting.

Q: Why do we have a second vote on September 1 to reaffirm strike sanction?
A: When you vote on July 13th, you have not seen the proposal. Once members see the final offer, members have the opportunity to change their minds. The initial Strike Sanction meeting on July 13 is a showing of solidarity among the membership and support to the negotiators. It is also required by the IAM Constitution to start the process of preparing strike checks in the event a work stoppage occurs.

Q: Where can we park for the Strike Sanction meeting?
A: Parking is available in multiple lots surrounding Safeco Field. See the map below for specific locations and prices. Handicapped parking will be available in both the Safeco Field and Quest Field lots. Simply show a Washington State handicapped decal, bumper sticker or hanging notice from rearview mirror.

Q: What will be on the ballot?
A: You will vote either YES or NO to grant the Negotiating Committee Strike Sanction Authority (see sample ballot below).

Q: Why do we get a second vote to attend the Strike Sanction meeting?
A: Yes - all members are excused on Union business to attend this meeting. (The time necessary to reasonably prepare for and travel to and from the event). It is imperative that on this excused absence, you show up for this meeting and stay for the entire event. The company may require proof of attendance in order to allow such an excuse.

Q: How do we get from work to attend the Strike Sanction meeting?
A: Members who volunteer will count the ballots immediately following the meeting.

Q: Where can family and friends attend the Strike Sanction meeting?
A: Yes, family and friends are welcome to attend the contract Truth Rally on August 21st at Angle Lake.

Other Transportation Options

Chartered Buses
If a shop wants to organize and get the required riders, the Union will order a bus. Deadline for ordering buses: Monday, July 11, 2005. BUSES MUST BE FULL to get the prices quoted below.

- Everett: 42-passenger school bus, $8 per rider
- Auburn/Renton:
  Option 1: 42-passenger school bus, $8 per rider
  Option 2: 47-passenger Greyline bus, $13 per rider

Sounder Commuter Rail
Sounder train service has limited commuter service with a large gap between morning and afternoon runs. Trains leave the Everett station at 6:10 a.m. and 6:45 a.m. and arrive at King Street Station at 7:08 a.m. and 7:38 a.m. Return to Everett leaves at 4:33 p.m. and 5:13 p.m.

From the Auburn Station trains leave at 6:10 a.m., 6:45 a.m. and 7:10 a.m. Return trains are 4:45 p.m., 5:10 p.m. and 5:40 p.m. Please check with Sound Transit for more information at www.soundtransit.org/triding/facssoundercar or 1-800-201-4900 or 1-888-713-6030 (TTY).
Focus groups continue to give members personal one-on-one interaction with Union representatives. Political Director Linda Lanhem and Communications Director Connie Kellifer continue to conduct focus groups and strive to ensure members feel comfortable and give honest input.

In addition, Union Business Representatives continue to hold shop floor meetings to provide information and get feedback from the members. 751-member Alan Stach attended the Seattle Focus Group and stated: “The focus groups make sure our message is not filtered through Union Stewards. It is an opportunity for Union leaders to listen and hear us. Focus groups will help bolster and build up trust with the Union. They answered our questions honestly and allowed us to provide criticism, as well.”

Wayne S. Johnson agreed. “Focus groups give the Union members a chance to have a local voice and to speak their concerns. They ensure our message gets to the negotiating table.”

Focus groups discuss a wide spectrum of issues and are driven by concerns of the members. Recent topics discussed include contract priorities, what is an acceptable pension, team leader, what are strike issues, union credibility, and how to deal with rising medical costs.

Below are a few comments from recent focus groups:

“I would rather see a percentage on pension.”

“Make sure to tell us if the final offer has a sucker punch (a takeaway in small print). Be honest and say this is their offer—don’t try to upset us. Tell us both the good things and bad things in the final offer.”

“The current pension is less than 25 percent of my yearly pay. I make 25 percent of my base pay on overtime, yet you ask me to live in retirement on just my overtime pay? How can I do that? Go to make 25 percent of my base pay on overtime, yet you ask me to live in retirement on just my overtime pay?”

“I want to see Union Reps on the shop floor more often. We need more Union visibility to make supervisors abide by the contract.”

“I had better benefits in 1966 when I hired in. The Company is using health care to their advantage to put more of the burden on us. Look for creative solutions on medical.”

“I want to see Union Reps on the shop floor more often. We need more Union visibility to make supervisors abide by the contract.”

“I would strike if there are any takeaways. We have worked too hard to get where we are today—especially when you consider the health of the company.”

“If you receive an invitation to a focus group, take advantage of this opportunity to provide face-to-face input to Union leaders. Also if you hear of a shop floor meeting, take the time to attend and get information, as well as voice your concerns.”

Get Your ‘Right Thing, Right Reason’ Commitment Wristband at Strike Sanction

Pledge your commitment to get a fair contract by attending the Strike Sanction Meeting at Safeco Field on Wednesday, July 13.

ONLY MEMBERS ATTENDING on July 13 will receive a “Right Thing, Right Reason” Commitment wristband. Wearing the wristband shows you are committed to obtaining a fair contract.

Wear the “Right Thing” wristband every single day to take a stand to get a fair contract and tell Boeing to “Do the RIGHT Thing” in negotiations.

District President Mark Blondin (l) updates Auburn members on negotiation activities.
Motorcycles roared from Everett to Auburn to converge on the Seattle Union Hall in the third annual Puppy Putt motorcycle ride to benefit Guide Dogs of America. Nearly 100 riders turned out for the event, which raised over $7,000 for Guide Dogs of America. Riders from both the south and north met at Downtown Harley Davidson before leaving for the Seattle Union Hall.

Besides putting along the course route, participants enjoyed a barbecued lunch, and music from Bret Wilks Music. Those attending voted to select the winners of the bike show (1st, 2nd, 3rd, People’s Choice and Best of Show). Other competition included slow ride and loud pipes.

Special thanks to the organizing committee for their work in putting the event together: Dave Brueher, Don Shove, Terri Myette, Christy Reitan, Kevin Reitan, and Ed Lutgen.

Thanks to the following volunteers who helped with the event: Kevin Mims, Gerald “Bear” Chaput, Clark Fromong, Pat Kinsella, Clark Blakely, Hans Ulstein, John Carter, Greg Campos, Chris Many custom bikes lined the parking lot of the Seattle Union hall

Puppy Putt Organizer Dave Brueher and 751 President Mark Blondin lead the bikes to the Seattle Union Hall after a stop at Downtown Harley Davidson.


Also thanks to all who recruited prizes and donations for the event.
Conference Focuses on Senior Issues

Seniors from around the state gathered at the Seattle Union Hall on May 31 for the third annual Alliance of Retired Americans conference. Many 751 retirees attended to hear updates on senior efforts to save Social Security, improve and protect Medicare and preserve pension plans. Washington Alliance President Art Boulton welcomed the crowd. Senator Maria Cantwell addressed the crowd and provided an update on the fight to preserve Social Security. Cantwell pledged her unwavering commitment to stop President Bush’s plans to privatize Social Security. She added that she has led the charge against energy companies that were overcharging customers (particularly seniors).

The conference also featured “The Truth Truck,” which is carrying more than one million messages to Congress from seniors opposed to the privatization of Social Security. Will Parry, Louise Parry and Lonnie Nelson told moving personal stories about how Social Security impacts their lives. The WA State Alliance represents more than 61,000 seniors and retirees across the state.

More than 11,000 Washington activists have signed petitions to Congress. Approximately 890,466 Washington residents collect Social Security benefits. Coast-to-coast the message is clear: Don’t privatize Social Security.

Bill Gates, Sr. gave a fascinating presentation on the Washington State Tax System. He emphasized the need for the wealthy to pay their fair share of the taxes. His common sense approach rang true with those in attendance. He believes Social Security can easily be solved simply by closing the cap and having all Americans pay the same percentage all year long.

Radio talk show Dave Ross also spoke on the importance of preserving Social Security and encouraging everyone to get involved. He encouraged all to write to their representatives, attend public forums and town hall meetings – let the elected officials know how you feel so they can accurately reflect their constituents when they vote.

Delegates also reviewed and passed many resolutions, including one on pension default, opposing right-to-work legislation, preserving public power, state tax policy, health care ballot measure, Medicaid funding, protecting family leave and medicare benefits.

The conference also featured “The American Dream” by Ivins column, which pointed out how well we protect ourselves from identity theft.

A dangerous pattern is being set to dump pensions, i.e. United Airlines. Delta Airlines may seek bankruptcy protection, as well as General Motors and Ford. In 1964, 58% of autors and trucks sold in America were GM. Today, it’s 26 percent and GM and Ford bonds have been reduced to junk status. Healthy companies with sound plans may try to end them and their pension (retirement plan). Today, the minimum of $87 million – now pay in their incomes than those who are healthier.

Ivins column, which pointed out how well the super rich have done under the current administration. The hyper rich have done very well. Under the Bush tax cuts, the 400 highest income – a minimum of $87 million – now pay in their incomes than those who are healthier.

It turns out the American dream of moving up is now more likely to occur in Britain and France.

AlPeppard noted retirees and our union are under attack from the most anti-labor administration since 1932. We must take action. We urge your participation in the 751 Retired’s club. You are invited to meet with us in the conference rooms across the main meeting hall at 10:00 a.m. one hour before the regular monthly meeting of the club on the 2nd Monday of every month. We also urge you to get any retirees that you know to come to meetings with you and help build political strength for retirees and the labor movement.

New Business: Election of officers will be in September. If Al Wyckich has chosen not to run for Retired Club President. He has served for ten years. He will continue to work with the 751 Club retirees in other capacities. Al thanks all for your good years of service. You have served us well.

Birthday & Anniversaries: The Club celebrated the following June birthdays: Dennis Smith, June anniversaries included: Grant and Barb Harvey (48 years); Albert and Pegg Arrington (58 years); Bob & Adel Sheets ($9 years); Eddie & Ginny Edwards ($59 years).

Senior Politics

by Carl Schwartz, Retiree Legislative Chair

Six members have been added to our Legislative Committee: Gloria Wright, Gary Hund, Jacqueline Taner, Al Peppard, John Guevarra and Tom O’Brien. Our legislative committee will meet at 10 a.m. on the second Monday of each month (one hour before the Retired Club). Any retirees interested in working on legisla- tive issues are invited to attend in the conference room next to our meeting hall. Some issues discussed are: Social Secu- rity, increased costs of Medicare, cost-of- living in retiree pensions, “single payer” system for healthcare and travel to Canada for reasonably priced medical drugs.

Actions retirees (and all union mem- bers) can take: write to Congressional dele- gation and state representatives, write Congressional offices with delegations, attend public meetings and speak up, write letters to the editor, support resolutions through union and political organizations, organize politically, join a political party – attend its meetings, vote, work for candi- dates and issues, work at the polls. In order to prioritize our efforts and to know which issues are most important to our retirees, we are asking retirees to fill out, clip and return, later by mail or in person, to our next meeting the following poll:

Retirement News

by Ruth Render, Retired Club Secretary

At the June 13th business meeting, Al Menke called the meeting to order at 11 a.m. 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 or excused. Minutes were accepted as printed. No communications.

Financial Report: The Financial Report was accepted as read.

Business Report: Business Rep Paul Knebel reported formal negotiations with Boeing began on June 10. Getting an increase or COLA for existing retirees is a minority of retirees. The 400 wealthiest places a 90% share of the taxes. His common sense approach rang true with those in attendance. He believes Social Security can easily be solved simply by closing the cap and having all Americans pay the same percentage all year long.

Radio talk show Dave Ross also spoke on the importance of preserving Social Security and encouraging everyone to get involved. He encouraged all to write to their representatives, attend public forums and town hall meetings – let the elected officials know how you feel so they can accurately reflect their constituents when they vote.

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Retiree Legislative Opinion Poll

Please indicate which issues are most important to you by rating the following 1 through 6 with 1 being the most important:

1. Don’t privatize Social Security
2. Cost-of-living feature in Boeing pension
3. Increase costs of Medicare
4. Seek state government help in providing affordable prescription drugs
5. Help for dental and vision costs
6. Other issues

Optional info:
When did you retire?
How many years work?
Your Social Security number?
Do you receive Medicare?

Mail to Retiree Club Leg Committee, 9125 15th Pl. S., Seattle, WA 98108 or bring to next Retired Club Business Meeting on July 11.

Retirees

Congratulations to the following members who retired from Boeing:
Roger E. Ahmkel
Carey H. Anderson
Frederick R. Bagby
Kenneth R. Biddle
Conrad Campos, Jr.
Michael J. Chesterfield
Jan M. Chloup
Robert J. Conrad
Robert A. Dickinson
Marino A. Garcia
James L. Garrison
Terry L. Haggin
James A. Landy
Charles A. MacNelly
Robert H. MacNelly
Katie M. Mitchell
Larry A. Muri
Tom O’Connell
Barbara L. Parks
Eugene P. Parsons
Linda J. Pierson
Barbara L. Ray
Robbin Richardson
Leland H. Steffens
The Making of a Third World Country

By Len Charlemon
Human Rights Committee

The scale of the decline of the middle class is becoming very apparent to all. The mainstream media is trying to divert attention from the depravity that is signalizing the end of America with “hot topics” that are becoming very apparent to all. The mainstream media is trying to divert attention from the depravity that is signalizing the end of America with “hot topics” that is signaling the end of America with “hot topics”.

In other major news mediums, we hear about the war in Iraq, poverty and insurgency in Afghanistan, unemployment in Seattle. Do you want your children’s future be a very different world for your descendants. Your grandchildren to live in the same world as the “peasants” of the 12th century? Are we all charged with the daunting task of securing our children’s future. Do you want your children and grandchildren to live in the same manner as the “peasants” of the 12th century? Are you comfortable knowledge your actions today may improve future generations of Americans long years from now? We should not be so much concerned about our own paychecks that we relieve future generations of paychecks earned ransacked by Wall Street sharks. The decision is now yours to make.

If the American people ever allow private banks to control their currency, the government it only causes cans long years from now? We should not be so much concerned about our own paychecks that we relieve future generations of paychecks earned ransacked by Wall Street sharks. The decision is now yours to make.

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Microcredit

Microcredit - 0.00% to 1.00% in读 to 0.001 inch $10. MICROCREDIT 1.00 to 2.000 inches, to 0.001 inch $10. 206-878-0601

Vehicles

1949 WILLYS 320 - runs and drives. Comes with title in hand. Needs some work. 253-893-793
1950 HUDSON Commodore - 4 door sedan. Runs - needs title. Plus parts car $3800. 206-762-1117
1966 VW BUG - asking $1700, also 1978 GMC -ton pickup asking $2500. 235-392-8223 or 253-261-0208
1978 TRANS AM SHOW CAR - multi show winner. Black and gold $1550. 235-770-4984
1992 SUZUKI RODIER - new windshield, clutch, transmission, CD player, good tires and body. Runs great - no leaks $4K cash only. 253-538-0214 or 253-275-0683
1993 NISSAN PICKUP - with canopy, 5-speed. 9K miles. Looks and runs great $2K firm. 360-435-9551
1995 FORD TAURUS - motor and transmission for sell $15K. Must take whole vehicle. Will last only one month. Have title. 253-639-1600
1994 PONTIAC FIREBIRD - V6. 154K miles, runs and looks great $3200 OBO. 253-563-7
1999 DODGE 3-QTR ton - 4x4, auto original owner, V-10 Mag, reg cab set for 5th wheel or cab over camper, elect brakes, 11K miles, one hell of a towing rig $21K or make offer. 253-369-4432
1999 HONDA ACCORD - EX - 4-dr, auto, dark green, tinted windows, 110K miles, new timing belt, tires. take-up, 2 owner $5900 OBO. 253-659-79
2002 Toyota Sienna - VAN – 50K miles $19K 207-762-1353
2003 HARLEY DAVIDSON ROAD KING CLASSIC - 2750 miles, like new – $4K, many extras! Call 425-350-1212

Accepting the Oath of Office

District Vice President Gloria Millspaugh (l) administers the oath of office to Local F District Council Alternate Howard Churchill (center) and Local F District Council Delegate Brett Coty.

The Making of a Third World Country

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Human Rights Committee

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Meeting(s) the Needs of the Members

In Renton, an effort to improve the communication on the shop floor between the Union and the Company has resulted in the Union Stewards of the 737 final assembly building and the superintendent and general managers making a commitment to meet twice a month. These meetings occur on payday, every other week and include both the first and second shift union stewards. The meeting agenda can include any number of topics; however, usually the items for discussion are the hot issues of the day. Recent discussions have centered on the increasing workload and production rates for the 737 program. With start up of new work the meetings have focused on shift preference, workload assignments and recalls. Previously, these meetings covered other important topics from the urgent safety item of the day, to the more mundane, such as parking.

Perhaps even more important than the actual topic of these meetings is the opportunity created by having face-to-face discussions. This open dialogue between management and the Union strengthens the lines of communication. This enhanced communication helps avoid misunderstandings and improves the Union’s ability to solve the contractual conflicts which inevitably occur.

Longtime Union Steward Bob Merritt believes there has been improvement but there is still progress to be made. Bob states, “Since we started meeting with the superintendent and the general supervisors, the communication has greatly improved between the Company and the Union. Unfortunately, this does not always reach the first line managers. Sometimes the stewards and the generals will agree on a certain course of action and our supervisors on the shop floor are not aware.” Despite the challenges of effective communications, the Union continues to support these meetings and is committed to the process. “We cannot give up the opportunity to have our voices heard by the company,” noted Business Representative Larry Brown. “Grievances can be won before we have to file them, if we can communicate properly.” Larry suggests stewards who get the opportunity to set up recurring meetings with their management should consult their Business Representative and consider participating.

Auburn Secures 787 Work Package

Continued from page 1

age. In order to win the work, we had to prove to engineering we could do it. We have done a lot of MR&D work to prepare for 787 production. We like to take on new challenges such as working with a mainly composite airplane and dealing with a much larger plane. Our work with Super Plastic Forming and titanium is unmatched anywhere else in the world,” added Union Steward John Davis.

The unique production capabilities at EMF make them the logical choice to produce the 787 aft engine pylon heat shields. Members in EMF combine exceptional skills with cutting edge technology to hot form titanium and utilize super plastic forming technology. EMF has bids in on other 787 work packages. They are still waiting to hear if they will get that work. Just in the hard metals area of EMF, headcount will increase this fall. When 787 production begins, additional headcount may be required.

As part of Boeing Auburn’s role in new product development, the site is also providing to the 787 program test part machining, manufacturing the wing test box and completing composite panel build-up.

In January, the 787 program unveiled its first full-scale composite one-piece fuselage section, demonstrating the concepts for production to begin next year. Boeing Auburn is part of the multi-functional team that helped develop the barrel panels. The results are exceptional with the site helping prove tooling and manufacturing concepts and material choices.

The Union continues to push for additional 787 fabrication work for our members.

 TOOLING MEMBERS TO COMPLETE RENTON REMOVAL

Tooling members in Renton will get to complete the job they started – removal and abatement of the 757 Tools in Line 2. Tooling management had considered calling in a vendor to do this work.

The Union got involved and met with Union Relations, HR, and SHEA. Together, we found a common solution to “Do the Right Thing” and keep the work in-house - letting our members finish the job they had started.

“I think the Union did a good job for us. We appreciate our Union leader backing us up. IAM members on the shop floor and fighting to keep our work in-house. When management claimed they did not have the resources to do the work, the Union offered alternatives that made sense such as using loaned employees from other areas.”

This removal job, combined with the tooling work on I&D to set up line 2 of the moving line and the rate increases, will result in the recall of about 20 toolmakers from layoff.

Renton Business Rep Mark Johnson extended a special thank you to IAM Work Transfer Reps Jim Darrah and Heather Barstow for their help in stopping the Company from subcontracting

This form for fumes and noise which had already been closed after the work was moved to third shift. When all the facts were on the table, this clearly was not a safety issue. In fact, prior to starting the job, a meeting was held with the area Union Stewards and first line managers to communicate how they would do the job safely. When complaints came in about the noise from the paint grind, work was moved to third shift so the impact would be minimal.

When the decision was made to keep the work in-house, Boeing welders were also pleased. The project has required three Boeing welders.

L to R: Jim Darrah, Heather Barstow, Andy Serr and Renton Business Rep Mark Johnson discuss the removal and abatement of 757 tools in Renton. The Union was able to get Boeing to “Do the Right Thing” and drop plans to have a vendor complete the work.