Innovations Abound at IRC

Creativity and ingenuity have ensured that our members in the Interior Responsibility Center (IRC) continue to build stow bows, sidewalls and closets for Boeing aircraft (including the 787). Continuous improvements like these add value to the company and to customers and keep us competitive.

Much of the accolades go to the IRC’s ‘Right Size Moonshine Shop’. This talented group of Boeing employees which consists of both IAM and SPEEA members, regularly brainstorm new projects to improve efficiency, increase productivity and enhance ergonomics throughout the IRC. Together, John English Jr, Paul Schneider, Rich Irvine, Wayne Bakko, Steve Boss, Mike Boggs, Charles ‘Hawk’ Hawkins, Jim Bradley, Rob Dixon, Bill Rengstorff, Steve Ray and Brad Reeves work as a collaborative team. These gifted individuals have developed and implemented productive moving lines, ergonomic answers, new equipment and innovations to meet any challenges the IRC faces. Word is spreading about their talents and several of their innovations are now being implemented outside the IRC to other Boeing divisions (Auburn and Winnipeg).

Boeing recognizes the value of the group’s talents and has given the freedom to not only design and build and implement their projects. Walking through the IRC, you see evidence of the Moonshine Shop’s efforts at nearly every aisle – innovative moving lines, specially-designed tools, custom-built equipment, unique composite ovens and much more – all with the goal of keeping us competitive and successful.

One of the Moonshine Shop’s more complex projects was the creation of ‘tug bots’. These moving, radio controlled robots travel along the floor in a circular pattern slow enough for members to assemble the various interior products (i.e. stow bows, side walls, etc.), including sending them through custom-built ovens (also designed and built by the group) to bake the material to cure.

Tell Congress to Support F-22 Funding

With their Union contract scheduled to expire in January of next year, IAM members working at the GKN plant in Kent are focused on another contract – the F-22 Air Force Fighter funding contract. Currently, 100 percent of the work at the Kent GKN plant is for the F-22 – making it critical to maintain funding for this advanced tactical fighter.

Action is needed to help preserve jobs for our members working at GKN and at Edwards Air Force Base in California. We need EVERY member to urge Congress to support F-22 funding and encourage approval of a modified export model of the F-22 for countries like Japan and Australia.

As the current fleet of F-15s age, the U.S. Air Force will face a critical shortage of fighter aircraft in the near future. The proven F-22 Raptor is uniquely suited to fill this gap. Able to fly higher and faster, and according to the Air Force, more survivable in aerial combat situations, the F-22 complements the multipurpose role of the F-35 Joint Strike Fighter, which is primarily air-to-ground. The decisive capabilities of the F-22 enable the Air Force to maintain a vital edge over the evolving technological threats of any potential adversary. Only with continual production of the F-22 can the Air Force ensure that it has the resources to fulfill its mission.

Unfortunately, the Department of Defense has called for stopping production of the most advanced fighter aircraft in the world—the F-22 Raptor. If this happens, tens of thousands of good paying U.S. jobs will be cut. Thousands of those will be IAM jobs at GKN, Boeing, Lockheed Martin, and Pratt and Whitney.

After long hours of debate over the 2010 defense budget, the House Armed Services Committee voted 31-30 on June 17th to extend the F-22 program by approving a $369 million down payment on 12 more planes. This will keep the assembly lines open while a debate over the need for the jet resumes.

Maintaining funding of the F-22 will support 25,000 high-skill, high-wage jobs in 44 states, including thousands of IAM members who make the air frame and engines for the fighter. An estimated 70,000 indirect jobs are also impacted by the program.

“As our nation struggles to recover from the worst economic crisis since the Great Depression, this is not the time to be eliminating good-paying jobs and a highly successful program critical to our nation’s defense,” said IAM International President Tom Buffenbarger.

751 members working at GKN in Kent and at Boeing in Seattle and California (Edwards AFB) have jobs that are directly dependent on the F-22. To protect these jobs, each of us needs to contact our Senators and members of Congress.
Members’ Skills Will Help Earn Us Future Opportunities

by Tom Wroblewski, District President

Like everyone connected to Boeing, I was very disappointed to hear of the latest 787 first flight delay. It is a goal that our members have worked tirelessly to achieve and one that we will continue to focus on going forward.

Believe Boeing’s testing process has proved merit in finding the flaw before the first flight. Now that Boeing has identified the problem, it put it in the hands of the experts (our members and other Boeing employees) to fix. The Company is relying on us to help get the plane through the certification process, and we will do everything in our power to make that happen.

Keep in mind this is not just a new airplane program, but brand new technology – making the production as important as the leap from prop planes to jet engines.

Following the announcement of this latest delay, many analysts and reporters seized the opportunity to question Boeing’s 787 production model. Pointing out that first flight should have been September 2007 (highlighting the significant delays). Rather than looking back, we would rather focus on where we need to be – and that is moving forward to make this plane successful and get it certified as quickly as possible. We must work together to resolve any issues or challenges and make the necessary corrections.

Our hope is that Boeing will review their decisions, learn lessons and make corrections as we go forward that will benefit our members and this region.

This Union continues to work through various arenas to ensure a strong aerospace future for this region. We are taking an active role in the Governor’s Aerospace Council, the Washington Aerospace Partnership and sent a representative as part of a large contingent to Montreal to research ways to enhance aerospace job growth in this region.

As we focus on ways to expand aerospace here, news reports have speculated on where Boeing will locate a second 787 in the future. Analysts seem anxious to speculate that it will be somewhere other than Puget Sound. Keep in mind these same analysts also weighed in on the original location for 787 production and believed that at time Puget Sound would not be the location.

The Seattle Times editorial board, along with analysts, echoed officials and reporters, seem intent on highlighting reasons why not to locate a second line in Sound would not be the location.

In addition to having the most experienced and skilled aerospace workforce in the world, we also can offer the Company flexibility on the second line that other locations could not. If production rates could not necessarily fill a second line, perhaps Boeing should explore a production line that alternates 787 and 777 final assembly. We have the skilled workforce to make such a bold move successful.

Our members and all Boeing employees have so much talent and innovations to offer – let’s work to capitalize on those to make Boeing even more successful (see page 1 story on Moonshine shops). While there will be plenty of time to debate where the second 787 line will go, the focus for members at Boeing must remain on getting the 787 flying and certified.

We have many other challenges ahead as well. Please take the time to send an e-mail to your Senators and Congressional leaders urging support for F-22 fighters.

Our members’ skills and dedication to working and to servicing our members in Eastern Washington. He has negotiated dozens of contracts for our members, defended their rights countless times and helped improve the lives of so many. We wish him well as he retires on July 1.

IAM 751 Members at Boeing May Divert their 2009 Lump Sum Bonus to their Voluntary Investment Plan (VIP)

IAM 751 members working at Boeing will have the option to divert their 2009 lump sum bonus to their Voluntary Investment Plan (VIP) account later this year. The lump sum bonus of $1,500 is part of the current Collective Bargaining Agreement covering employees in IAM Districts 751, 24 and 70. It will be paid in November and members will have the option to divert their entire bonus (diverting part of the bonus to the VIP is not allowed) to their VIP account instead of receiving it in cash.

To qualify for the bonus and for the opportunity to divert it to their VIP account, employees must be actively employed, on a leave of absence for 90 days or less, or approved military leave of absence and be covered by the Agreement as of September 4, 2009.

Members should look for more details in the September District 751 Aero Mechanic newspaper. In addition, eligible members will be sent instructions reviewing other important benefit issues.

The Benefits Committee (Union and Company) recently met to review the process for diverting the lump sum to VIP, as well as discussing preliminary annual enrollment results, making changes to the VIP program update and reviewing other important benefit issues.

Workers at Unitech Composites Eager to Vote Union

Employees working at Unitech Composites in Idaho are eager to see the benefits of Union membership. Workers there recently contacted District 751 to request Union representation. Unitech Composites is an aerospace supplier that provides parts for Boeing Commercial, Boeing St. Louis, Boeing Pennsylvania, Spirit Aerosystems, and Triumph Composites just to name a few of their major customers.

During the recent organizing effort, nearly all of those contacted signed an authorization card without hesitation. 751 members who volunteered for the drive were amazed at the welcome they received. Upon learning they were volunteers from the Union, workers responded with statements such as ‘I was hoping you’d come,’ ‘I can’t wait to have Union representation,’ and ‘so glad you’re here.’ Rather than granting workers their right to unionize without interference, the Company took action. The Union believes Unitech has illegally separated three employees, including a single mom and her son, from employment to try and chill unionizing efforts. Once again a large corporation is trying to coercer and intimidate a workforce from freely choosing union representation – demonstrating why the Employee Free Choice Act is needed. Employees at Unitech will vote on Union representation on July 9th.
Rally Highlights Push for Healthcare Reform Now

If we’re going to fix our economy, we must fix America’s broken healthcare system – and we can’t afford to wait. That was the message delivered loud and clear as thousands marched through the streets of Seattle on May 30 to demand HealthCare for All in 09. The well-attended Seattle event is just one of many taking place throughout our country as the healthcare reform debate takes center stage.

President Obama has made the overhaul of the nation’s failing healthcare system a top priority of his administration. Currently, the President is preparing to speak at least three different proposals with Congress in the next few weeks. As we wait for such critical, party-dividing legislation to be reviewed, labor continues to weigh in.

As one of the foremost proponents of national healthcare, the labor community has been actively fighting for healthcare reform for decades. Though the President’s active role in the implementation of such a program is a positive step in the right direction, it doesn’t signal the red light for labor’s role in lobbying for affordable healthcare. Labor is still present in the debate. Labor will continue to weigh in on how to make positive and lasting change.

Healthcare reform is needed now more than ever. According to the Health Care for America Now! Campaign, most bankruptcies today are a result of healthcare costs and healthcare premiums in America have risen more than 1000% since 1993. In a booming economy it’s important to reverse the negative impacts of such deceptive practices. In a flailing economy like that of today, it’s critical.

Unions around the country are paying special attention to the process of reforming the system continues

Some of the 751 members who participated in the healthcare rally on May 30th. Many served as marshals along the march route.

M.N.P.L. Drive Brings $$ for Political Action

The Machinists Non-Partisan Political League (MNPL) drive in May not only raised membership awareness on the importance of participating in the legislative arena, but also generated new contributions for the political arm of our Union.

While many members chose to participate by simply giving a cash donation, nearly 900 members signed an authorization card approving a monthly payroll contribution to strengthen our political clout. New monthly payroll deductions will bring in over $30,000 in new money each year and increase the monthly payroll deduction to nearly $20,000. In addition, over $16,175 was received in cash contributions.

Everyone who participated deserves to be congratulated, but a handful were recognized for their outstanding recruitment effort. See chart at right. Thanks to all who took part and participated in this important program, which ensures what we gain in collective bargaining cannot be erased by legislation!

Take Action Ensure F-22 Funding is Approved

Continued from page 1

Thousands marched through the streets of Seattle on Saturday, May 30th to demand HealthCare for All in 09.

Growing Aerospace Jobs

Continued from page 1

Montreal not only brags of a large aerospace sector but also a well-rounded industry with an array of services and a healthy relationship with labor unions. It has a unique partnership with regional voc-tech and higher-ed schools that have custom designed curriculums to produce highly-skilled workers that meet specific industry needs. These characteristics have built and maintained Montreal’s position of leadership in aerospace.

When we toured Bombardier’s final assembly facility (one of the companies there), everyone was busy, but not at the pace you might see at the Renton final assembly facility. Their workforce is comparable to ours in age, and there was plenty of visibility for the Machinists Union, with t-shirts and decals. Most of the workers primarily spoke French but were friendly when I identified myself as a Union Rep.

We toured a training facility, which was operated in cooperation with the local voc-ed institutions. The instructors are “master technicians” who are members of the bargaining unit. The students are interns and guaranteed a job but for the downturn. The cohort of students we saw will be put on a preferential hiring list once all current bargaining unit members were recalled.

Bombardier is poised to launch its 110-130 seat jetliner which will directly compete with the smaller 737’s and should be ready for delivery in 2013. Currently, Bombardier only produces corporate and commuter jets in Montreal.

One participant asked how Bombardier had achieved labor peace. Bombardier noted the key was to work closely with the unions and to communicate with the members. They added that the only time they layoff union members is when deliveries slow down. Layoffs do not result from strategic efforts or lean manufacturing efforts.

Seattle Chamber participants were very welcoming to the Machinists Union, and there seems to be a real appetite to reach out to the labor community. There is a sense that something is done to improve the relationship between the IAM and Boeing, retention and growth of aerospace in Washington State will not prove positive. The Union is certainly committed to change the relationship. I believe the Boeing reps on this trip feel that way as well.

The mission study was worthwhile and enabled us to establish some important relationships that will be useful in the future. We will continue working with the group to grow the aerospace industry for this region.
On Saturday, June 6th, several hundred runners and walkers hit the pavement to raise money for Guide Dogs of America. District 751 President Tom Wroblewski fired the starting gun and then joined Admin. Assistant Jim Bearden, Business Rep Jon Holden and his daughter Malina in walking the 5K course. The 8th Annual Flight for Sight Fun Run and Walk – despite a tough economy – still raised over $14,000 for this worthwhile charity. The fundraising competition (see boxed story below) was nearly as competitive as the races.

The 751 Women’s Committee did a fabulous job organizing the event and recruiting volunteers. Thanks to the many volunteers (and the Boeing Recreation Center) who ensured the event was a success and put in lots of time behind the scenes. Thanks to the Boeing Everett Amatuer Radio Operators North Society (BEARONS), who again provided assistance throughout the course. Also thanks to our new partnership with Archbishop Murphy High School Cross Country team. Their coach, John Must, provided lots of advice to make the event more attractive to runners and managed the timing and race results.

Junior Girl Scout Troop 42047 was another huge part of ensuring success of the event. Volunteers were a huge part of ensuring success of the event.

Bringing in the Green for Guide Dogs

All three of the top fundraisers delivered over $1,000 for Guide Dogs of America (Trish Hallgren, Carla Stumm Brokaw, Barbara Thrall). Two of the top fundraisers had no affiliation with 751 and simply stepped forward to help a worthy cause. 751 member Trish Hallgren took first in total donations for Guide Dogs of America with $1,513. “I want to thank the Everett paint hangers and Flightline for their donations. At Boeing we have some of the most generous and amazing people,” Trish stated. “I love doing community service. It’s very rewarding and you meet some incredible people! I have been a runner all my life and love dogs so taking part in the fun run for Guide Dogs was a given.”

This was the third year Barb Thrall ran the race, but her first year fundraising. Originally, she signed up because the race was close to her house. “Guide Dogs seemed a natural for me to try to raise money because it is such a great help for the people who receive the dogs, and the dogs that are trained seem to love their ‘job.’ I was impressed by the dedication of the IAM and the amount of fundraising done,” Barb stated. “It’s a great race and the volunteers are so much fun. I’ve lived in the Puget Sound area for most of my life, so in a way, I am tied to Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com) Boeing. The company I work for, InfoSpace, (www.dogreatgood.com)

Volunteers were a huge part of ensuring success of the event.

Some of the winners L to R: David Arthur, Sharon Bertoli, Paul Satushek, Matt Bernhard, and Tyler Davis.

The 5K and 10K Race Winners by Age

5K WOMEN

Under 14: 1st - Paige Schmelzer 2nd - Sophie Marshall
15-19: 1st - Jazmyne Suggs 2nd - Sophie Marshall
20-24: 1st - Dana Brushie 2nd - Lena Arron
25-29: 1st - Winter Graham 2nd - Waman Simnowitz
30-34: 1st - Paige Schmelzer 2nd - Kelly Mettart
35-39: 1st - Pamela Rensh 2nd - Lindsay States
40-44: 1st - Sharon Bertoli 2nd - Jannivee Deoves
45-49: 1st - Kelly Widy 2nd - Lifeline Tamane
50-54: 1st - Trish Hruby 2nd - Carla Stumm Brokaw
55-59: 1st - Jacqueline Wheeler 2nd - Patricia Wendtindt
60 & Up: 1st - Sally Lindberg 2nd - Grace David

5K MEN

Age 55-59: 1st - Kalani Scott 2nd - Alther Sanchez
Age 50-54: 1st - Mike Koslosky 2nd - Brad Lindberg
Age 45-49: 1st - Michael Bliz 2nd - Brad Lindberg
Age 40-44: 1st - Paul Satushek 2nd - William Weller
Age 35-39: 1st - Erick Lindberg 2nd - Todd Krupp
Age 30-34: 1st - Jessica Anders 2nd - Steve Weick
Age 25-29: 1st - Dana Brushie 2nd - Lisa Arron
Age 20-24: 1st - Kendal Erickson 2nd - Sovine Marshall

10K MEN

Age 55-59: 1st - Mary McKay 2nd - Patricia DeGroodt
Age 50-54: 1st - Erick Lindberg 2nd - William Weller
Age 45-49: 1st - Bill Young 2nd - Paul Schubert
Age 40-44: 1st - Ronald Ma 2nd - Tom Snyder
Age 35-39: 1st - Erika Scott 2nd - Steve Weck
Age 30-34: 1st - Larry Creolin 2nd - Steve Weck
Age 25-29: 1st - Bruce Sutt 2nd - Todd Krup
Age 20-24: 1st - Anthony Jones 2nd - Kelly Mettart
Age 15-19: 1st - Jeremy Lashner 2nd - Matt Koen
Age 10-14: 1st - Jazmyne Suggs 2nd - Charity Tutujama
Age 5-9: 1st - David Arthur 2nd - Albert Sanchez
Age 0-4: 1st - Todd Krup 2nd - Steve Weick

The 751 Women’s Committee did a great job of marketing this year’s event – as was evidenced by the largest numbers of runners to date.

Top fundraisers for Guide Dog Honored at the event L to R: Trish Hallgren ($1,513), Carla Stumm Brokaw ($1,340), Barbara Thrall ($1,105).

The 751 Women’s Committee proudly presented a check for $14,133 to Guide Dogs of America as proceeds from this year’s fun run.

Special thanks to the following Corporate sponsors:
- Robblie, Brennan & Detwiler
- Service Printing Co., Inc.
- IAM & A.W., District 24
- IAM & SAW Willamette Lodge 63
- Regence BlueShield
- Sunrise Dental
- Pepsi
- Local 7803

After firing the starting gun, District President Tom Wrobleswki (r) begins the 5K walk with Business Rep Jon Holden and his daughter Malina.
Kaylah’s Fight for Life: Helping a Steward’s Daughter

At 4 years old, Kaylah Talamanz should’ve even known what cancer is. She shouldn’t be familiar with the word chemotherapy and she shouldn’t have to suffer the effects of radiation therapy. Instead, the little girl should be preoccupied with, make-up, Disney princesses, and playing with her older brothers.

Kaylah’s parents shouldn’t be making decisions about harsh cancer treatments. They shouldn’t be worrying about trying to make-do when her Dad has to take time off of work. Instead, her parents should be enjoying the summer sun with a stuffy nose that just wouldn’t go away. By March, Kaylah was diagnosed with the cancer when doctors found a small tumor in her nasal cavity. Her Dad, David Talamanz, said “Her tumor was the size of a ball inside her nasal cavity.” He said the tumor had been “peanut sized in January but because it’s so fast-growing, we didn’t catch it.”

The treatment required for this form of cancer is different from most others. While most children suffering from other types of cancer go through an average of 8 sessions of radiation treatment, Kaylah has gone through over three times that—more than 28 total.

Finishing with radiation, the little girl still faces 10 months of chemotherapy treatments. Her treatment, a series that includes some of the harshest drugs that the body can tolerate, includes 8-hour long chemotherapy drip sessions, daily doctor visits, and hospital stays.

The chemotherapy that Kaylah is on attacks the fast-growing cancer cells within the body. And, because the type of tumor she has is fast-growing, her Dad said that “after just 3 weeks a scan was done and it came back negative. The baseball was gone.” But that good news didn’t change the treatment plan. Now that the tumor is gone, Kaylah’s doctor has to focus on the “millions of little tumors” that left behind in her body.

Still, little Kaylah greets the world with a big smile, day in and day out. Through the toughest times, she maintains a happy spirit. “We were afraid she would be upset when her hair started falling out,” David recounted. “At 4-years old, every little girl is a princess. We were trying to figure out a way to tell her. So, we talked to her and said that her hair is going to start doing some funny things.” Kaylah’s response is just one of many actions that show just how truly amazing this little girl is. She responded to her parents: “Oh, I know! I’m going to be bald. But that’s okay. Bald is beautiful.”

She’s even made friends at the Sound Harley dealership at Smokey Point. The ladies working behind the counter there enjoy weekly visits with Kaylah when she comes in to get the newest Harley bandana. Her current favorite Harley shop bandana that has a dragonfly on it. Kaylah didn’t pick up her positive attitude just anywhere. It’s obvious, when speaking to her Dad that she learned that at home. Both parents are staying positive. They know that Kaylah has a fight ahead of her but for this brave little girl can do anything. Though this is a difficult time for the Talamanze family, they are simply asking that people send a little encouragement.

But, family, friends and the Union brothers and sisters that work in the shop with Kaylah’s dad, David, who is a second-class steward, in Everett, feel that we can do more. And we can.

Friends of the Talamanze family have already made it possible for others to help Kaylah and her family make it through this very difficult time. Those wanting to help can make donations directly at any Chase Bank branch. Just tell the teller that you want to make a donation to “Kaylah’s Fight for Life” and they can help there. Donations can also be mailed or brought in person to Kaylah’s Fight for Life, C/O Jackie Roberts, 17205 Sockeye Drive, Mount Vernon, WA 98274.

Another great way that donations can be contributed is through the sponsor- ship of holes and donations for a Golf Tournament being held for Kaylah on July 12, 2009. All sponsors contributing $250 or more will be recognized for their contribution in Auto Magazine.

For more information on how you can help, contact Rosanne Lawson at (206) 764-0340.

### Safer Hospitals Can Save You Money on Traditional Medical Plan

Whether you are newly enrolled or recently renewed with the Traditional Medical Plan, the Hospital Safety Incentive Program can reduce your out-of-pocket expenses for hospital care. Here’s how it works: When you need inpatient, outpatient or emergency room hospital care, you can receive 100% coverage instead of your standard network coverage if you receive services at a hospital that meets The Leaﬂop Group’s safety requirements for the care you need.

How the Incentive Program works

To qualify for the increased coverage, services must be provided at the hospital’s address as listed by the Leaﬂop Group. Inpatient, outpatient and emergency room care services all apply. The hospital must meet the patient safety standard on your admission date for inpatient services, or on the date of service for outpatient care. Coverage is based on your primary diagnosis, and benefits are subject to all terms of the plan.

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

- Abdominal aortic aneurism repair
- Coronary artery bypass graft
- Esophagectomy
- High-risk deliveries and NICU care
- Pancreatic cancer resection
- Percutaneous coronary intervention

For any other inpatient, outpatient or emergency room care, you will need to use a hospital that meets the CPOE and IPS standards described above. For lists of approved hospitals, visit www.regence.com or call boeing Customer Service at 1-800-422-7713.

### Wellness Screenings Save Lives

Make an investment in your health and get screened. Despite needing to know our health numbers, we sometimes lose track of them. Consider:

- One in three American adults has high blood pressure, which usually has no symptoms but can damage the heart, kidneys and other parts of the body.
- In the U.S., 6.2 million have undiagnosed diabetes. Another 54 million, have prediabetes. Without intervention, they can develop type 2 diabetes in just 10 years.

Wellness screenings help identify potential health conditions in people who may not know, or recognize, symptoms of disease. Early diagnosis increases the odds for successful medical intervention and can save lives. As part of its Well Being initiative, Boeing offers free on-site wellness screenings to Boeing employees. Additional recommended screening tests are covered under most of Boeing’s health plans at little or no cost.

Schedule a screening today! Visit www.BoeingWellness.com and click on the “Wellness Events Calendar” link when scheduling your appointment at your location and to schedule an appointment. Walk-ins will be accommodated as space permits.

Other health benefits include: completely confidential, meet with a registered nurse, more meaningful health assessment, and receive complimentary Guidebook.

Consider making an appointment with your personal physician for a wellness check-up if:

- You are not offering on-site wellness screenings;
- You cannot make an on-site wellness screening; or
- You are the spouse/domestic partner of a Boeing employee.

Most Boeing medical plans cover wellness care at little or no cost. Current care coverage can be reviewed in your plan for coverage information.

For more information on the Wellness Events Calendar, visit www.BoeingWellness.com.

### Did You Know?

Regence members on any Regence plan have free access to myRegence.com, driven by the Regence Engine®. It’s an award-winning Web site and mobile app to help you access your claims, use the instant chat function and earn rewards for healthy living habits.

[Image 1]
When you want to learn how to do a specialized job at Boeing who do you ask? The most logical answer is: the experts – our members on the shop floor who have performed the work for years. This theory is the driving force behind the IAM/Boeing Joint Programs – Peer Trainers.

Joint Programs has already introduced successful peer training for shopknowledge in Auburn, Frederickson, Renton and Seattle, but only recently expanded to offer this valuable resource in Everett. Participants not only receive specific job training and learn the “tricks of the trade,” they also receive training credit on their Boeing work history. Over the years Joint Programs has utilized this training model throughout Puget Sound to deliver a variety of shop training programs, such as MoveSmart, Incident Investigation, and Safety Leadership courses.

This ‘shop specific’ training fills a void. Boeing’s Skilling Processing Center (BSPC) provides generic skills such as drilling; however, when members hit the shop floor, they need additional skills that can only be learned from co-workers. Because of the complexity of the work in the wing majors and fuel cell operations, the first peer training shop programs in Everett concentrated on those areas. Union Steward Tim Johnson is one of the peer trainers for the wing majors and a strong advocate for program.

SPC training provides a broad overview, which usually has nothing to do with your actual job. By having a structured course developed by workers in the shop, you get a better all around training based on the needs of that particular shop,” stated Tim. “Peer trainers will help you become members more comfortable, and get them up to speed quicker, which is good for the Company and our members.

In the past, if you wanted to learn something, you had to find someone who had time to show you, which meant much of the tribal knowledge didn’t get passed on.”

Members in Everett who received the training recently believe it is long overdue.

“I got much more out of this than SPC because it is real work training. The problem with SPC is you don’t know where you would go once you’re finished. A prime example is wings, which SPC barely covered. The job I have now requires a lot of wings,” noted member Steven Anderson, who learned in last June. “With peer-to-peer training, I learned all aspects of the job in a real work situation.”
Training from Co-Workers

Because it is co-workers, they not only pass on how to do a job the best way to do it, and practical advice I can use every day.”

IAM/Boeing Joint Programs Coordinator Judy Neumann, who has played a pivotal role in delivering the training noted, “Basically, this is ‘on demand’ on-the-job training. You don’t have to travel to a classroom or leave the work area. It is always available when you need it or when a new person comes into the area and can be constantly updated. It is not a Boeing ‘flavor of the month’ program. It is here to stay and controlled by our members.”

Because it is co-workers, our members are embracing this training. The program is strictly for training purposes — it is agreed by all parties involved that no disciplinary action can result from, or be the result of, participating in the Peer Training program. In addition, peer trainers can stop a task at any time, if in their opinion, the trainee will not successfully complete the task or may cause damage. Shops ask for volunteers to serve as peer trainers. Then, the shop works closely with IAM/Boeing Joint Programs to develop their training plan and determine who gets the training.

“Without the support of General Supervisors Mary Kuennen, John Trainor, and Supervisors Richard Monger, Lynn Murray, and Donnie Spizidon, the Peer Training program would not have been so successful in 777 Wing Majors and Major Structures Delivery Center,” stated Steven W. Johnson, who also serves as IAM/Boeing Joint Programs Manager and has helped deliver the peer training in Everett. “This covers every step of the training process, including terms that are specific to the shop. We go over every point so each person gets the same training. We allow each person as much time as they need since everyone learns at a different pace,” stated Bridget Beckmyer, who serves as a peer trainer in the Seal, Test & Paint Major Structures Delivery Center. “I appreciate management’s support of the program. Morale is higher and people are more comfortable with peer training.”

“The peer training showed me the right tools to use and how to blend in a stringer rather than just practicing on a piece of metal. I learned how to use a mirror to see what you are doing at weird angles inside the wing and drilling at a 45-degree angle – all are required for my job,” noted Brian Hill. “It advanced me so much quicker since I didn’t have to figure it out by myself. If you have problems, you have the cell phone number of the peer trainer so you don’t feel like you are just out there by yourself.”

751-member Paul Bernhard agreed, stating, “I think it is great. Too many times I have seen people thrown into the fold with no training. In my area, you would have to climb in and out of the wing, locate a person to simply ask a question. Peer training clears up the questions and better prepares people for the job.”

Once peer training is completed, Joint Programs comes back every 30 days to see how it is working. Those being trained are asked for input. They will track defects and rework to see if training needs to be revised or if additional training is needed.

Business Case Results in Cancellation of Proposed Offload

Members working in Flow Day 1A in Renton will continue to perform all the work they have traditionally done at this position on the 737 assembly line. For over six years, Boeing has been studying various proposals in an attempt to offload this work. On June 2nd, the Company officially terminated all proposed offload proposals on this package noting that “in the end, we have an extremely negative business case.” This means no matter what a new person comes into the area and can be constantly updated. It is not a Boeing ‘flavor of the month’ program. It is here to stay and controlled by our members.

The offload of this Flow Day 1A work was first raised when Heather Barstow and Jimmy Darragh were still the Union Work Transfer Reps in Renton charged with counting any proposed offloads (both have since been elected full-time Union Business Reps). Soon after Bob Merritt and Rich McCabe were appointed IAM Work Transfer Reps in April of 2007, the offload was again resurrected – prompting new efforts to keep the work.

Once Boeing studied all the data, they had to agree that the only smart business decision was to keep the work here,” noted Business Rep Jimmy Darragh, who also serves as the Grievance Coordinator. “Boeing could have deemed it ‘strategic’ or found other ways to get the offload here,” noted Business Rep Richard Jackson.

Because they perform the work, they can pass along what works best for that particular job – specific information that would never be available in a generic class or textbook,” noted IAM/Boeing Joint Programs Coordinator Judy Neumann.

The Central Site (Seattle Corridor and Renton) is utilizing Peer Training in four areas: Wings, QA, Final Assembly, and Flightlines. Peer Trainers are also involved in various Value Stream Teams and AIW activities. Three Manufacturing Business units in Auburn are currently utilizing Peer Training for part quality, part marking, masking, welding, safety, tube bending techniques, safety Leadership Training (SLT), Incident Investigation, and Move Smart Training. If you would like additional information about developing such training for your shop, contact 1-800-235-3453. For those members working in Renton interested in peer training, please contact Tim Lux at 206-854-4175 or Carla Fick at 425-965.4261.
He’s the smart-aleck kid in movies about old New York. He’s the one that yells “hey mister, have you heard…” in television shows depicting turn of the century city life. He’s the freckle-faced kid that wears a cap and bellows the news of the day. But who is this newsboy and what is the truth behind these characters in modern media? While the child actors who play these old time news-peddlers get to cash in a paycheck and head home to their families after a few hours of screaming on fictitious corners, their real-life counterparts lived a tragically different life.

More often than not, the newsboys who patrolled the streets of New York City were homeless orphans. Though actors portraying them usually sport thick winter coats and hats, many had no coats at all. More still had no hats or shoes. In 1866, a New York activist commented on their plight. “I remember one cold night seeing some 10 or a dozen of the little homeless creatures piled together to keep each other warm beneath the stairway of The New York Sun office.”

These young men often started peddling the news at a very young age. The average newcomer was six or seven and many worked until they were close to adulthood, and thus able to obtain other forms of employment. Homeless and without any advocates on their side, the young boys were the perfect pawns for newspaper companies like Pulitzer and Hearst.

Paying the boys little, and requiring payment for issues upfront, the companies got their publications distributed for little to nothing. As newsboys were forced to pay for their papers upfront, Hearst and Pulitzer were able to also make an income on unsold papers. Unwilling to refund the children for unsold copies, the boys were forced to eat the cost of the copies that couldn’t be moved by the end of each day. The boys dealt with the poor wages and tough restrictions until tensions between them and company leaders came to a head in July of 1899.

Both Hearst and Pulitzer raised their prices by 10 cents during the Spanish-American War of 1898. Banking on an increase in sales, as members of the community became increasingly interested in the news thanks to the war, the boys took the hit. It was when the prices didn’t drop after the war ended, and community interest leveled, that the boys decided to do something.

Fighting for a reduction back to the pre-war price of fifty cents per paper, 5,000 newsboys banded together for their first formal, united strike on July 20, 1899. This action would shut down circulation throughout New York City and would eventually impact papers in Philadelphia, Cincinnati and Boston.

The strikers’ Executive Committee, comprised of only children, included eight well-known newsboys: Jim Gaiety, “Young Monix,” “Barney Peanuts,” “Crutch Morris,” “Crazy” Arborn, “Scabutch,” and “Blind Diamond.” Being one of the most prosperous in the business of corner news-sales, Arborn bought 1,500 pretzels and distributed them among the hungry strikers before the meeting began.

Though the boys were often negatively received by the community, their plight garnered a lot of attention from influential New Yorkers. At their first strike meeting, held on July 24, the boys were accompanied by Senator Timothy Sullivan. Born into a poor family, the Senator himself had been a newsboy as a young boy. They were also met by Scott Lavalle, “The King of Chinatown” and ex-Alderman Patrick Farley.

Kid Blink, the thirteen-year-old striker whose vigor won the most press coverage, described the simple objection that the strikers held: “Ain’t ten cents worth as much to us as it is to Pulitzer and Hearst who are millionaires? Well, I guess it is. If they can’t spare it, how can we?”

Taking their picketing to the public, the strikers made the Brooklyn Bridge their permanent post. There, they were able to limit news distribution and overall traffic—guaranteeing that their voices would be heard.

As the strike progressed, local unions and other groups were quick to make resolutions in support of the young workers. Continued on page 11
June 751 Retired Club Business Meeting Minutes

by Ruth Render, Retired Club Secretary

The meeting was called to order on June 8th by President Al Wydick. The "Lord’s Prayer" was said followed by the flag salute. Members sang "God Bless America."

Roll Call of Officers: All Officers were present, accounted for.

Financial Report: The report was read by Treasurer Betty Ness. A motion was made to accept the report as read. MNYP Minutes: It was MNYP to accept the minutes as printed.

Communications: President Al Wydick reported on a response that was received from District President Tom Wroblewski and District Secretary Treasurer Susan Palmer. A letter was sent to the District last month requesting assistance for the set-up and tear-down of the Annual Retiree Club Picnic. The response noted the District was more than happy to help with the set-up, break-down, and transportation of supplies. Al said that the Club greatly appreciates all of the District Officers.

President’s Report: President Wydick spoke about the flag salute. He said that a Congressional Amendment in the National Defense Authorization Act for Fiscal Year 2009 specifically states that "members of the armed forces and veterans who are present but not in uniform may render the military salute." Veterans can salute the flag during the Pledge of Allegiance and the National Anthem, as well as during "the hoisting, lowering, and passing of the flag."

Business Representative Report: Dr. Ron Bradley gave the Business Representatives Report for the month of June.

Health & Welfare: Health and Benefits Representative Jackie Boschok spoke on Retiree Medical. For those who made changes during open enrollment, the new plan effective date is July 1. You will receive a confirmation statement from Boeing in the mail. Please make sure to read it over carefully because you only have 21 days from the date your letter was printed to make corrections. Fee free to contact my office if you need help with any corrections.

Jackie then read the Decrees Report for June. A moment of silence was observed for the following deceased members: Peter Hamilton, Cory Hubbard, Tyr Standleby, Daniel L. Wislouch, Herman Frank, Howard E. Hatton, Carroll King, John Ludwig, Lester Marrelli, Carol O’Dell, Larrice Vandaveer, Richard Primrose, and Robert Senior.

Helen Pompeo also read the deceased report from April and May. A moment of silence was observed for those members: James Braun, Rodney Carlson, Adam Catt, Charles Cruson, William Davis, Lester Ellis, Creighton Hillstad, Kenneth Jones, James Koledzaje, Wally Lewis, Michael Meskle, Charles "Ted" Ogston, Ranko Pelikovics, Victor M. Scholer, Kathryn Smith, Timothy Smith, Lois Stark, Allan Steedman, E. Stockwell, Simone Taylor, Percy Underhill, Herman Webster, and Leonard Wells.

Legislative Report: Carl Schwartz gave the report. He spoke about President Obama’s promise to act on healthcare. The question is whether or not it will be handled as it is now or changing it so that healthcare is managed by non-profit organizations. Right now, for-profit organizations run our healthcare, which is why the prices for healthcare in this country are so high. Carl also spoke about the private healthcare providers and how they pay their executives exorbitant amounts of money. For example, the CEO of Johnson and Johnson makes $29 million each year. The CEO of Merk makes $25 million per year. And, the highest paid is the Chief Executive of AETNA, who makes $300 million each year.

House Bill 676 would bring changes to the system and create an agency that handles healthcare funds. It would be staffed with career civil service employees who would administer funds paid to healthcare providers. There is a lot of support for this, but the bill didn’t make it out of committee. There is, however, a compromise suggested and a lot of elected officials seem interested in this in the other option. This would allow people to decide whether or not to stay with their private, for-profit providers or go to a not-for-profit agency for their healthcare needs.

Carl reported on a proposal that they are preparing for the District to get information out to potential members about the Club. We’ve sent letters before, but we want to start a continual program that we can use to reach out to newly retired members.

Birthdays & Anniversaries: There was one anniversary this month – Eddie and Ginny Edwards are celebrating 63 years of marriage. They were married in 1946.

New Members: There was one new member, Aurora Turner. The Club welcomed her to her first meeting.

Good and Welfare: John Guevara spoke about the Directory that the Women’s League of Voters printed. Those have phone numbers and addresses for local, state and federal government. Tom O’Brien spoke about getting a map from a meeting he attended where the meeting is located. Some don’t know where the Seattle hall is. Connie is going to show us that map.

Old/New Business: None. Adjournment: A motion was made to adjourn. MNYP

Paul Miliken Retires After Years of Union Service

Paul Miliken first became a Machinist in 1974. He was a Union Steward at URM Foodstores for 15 years, a Staff Assistant in Spokane for three, and a Business Representative for six. He has serviced 30 contracts, negotiated as many as three times for each of them, and negotiated six or more contracts for new Machinist members. He has advocated for our members, won exceptional contracts as a part of multi-employer bargaining committees, and personally made a difference in the lives of dozens of 751 members throughout Eastern Washington. Now, Business Rep Paul Miliken is looking back on 35 years of great memories and looking forward to creating many more in retirement.

Speaking with Paul about his years as a Business Representative, it’s clear that his heart was in it for the members: “It’s been a very rewarding experience. I feel like I’ve met a lot of people along the way and it’s always great when you can relate in the members’ favor.”

So, what’s Paul going to do during his retirement? The most important thing of all – spend quality time with family. He said, “I’m going to enjoy my family and life in general.”

After his many years of exceptional service to the District 751 membership, we would like to congratulate Spokane Business Representative Paul Miliken on his retirement.
wants to make a difference.

2009 Local Lodge Nomination and Election Schedule

In accordance with the Constitution of the IAM, I hereby request an absentee ballot for the election date of __________. I qualify under the IAM Constitution for an absentee ballot for the following reasons: (mark all that apply)

☐ I am living in a non-voting area.
☐ I am serving outside the area in the armed forces.
☐ I am an institutional member.
☐ I have been transferred to another lodge.
☐ I will be on approved Family Medical Leave of absence.
☐ I will be on Reserve Military Leave.
☐ I will be on IAM business approved by the Local, District or Grand Lodge.
☐ I will be on vacation.
☐ I am confined with a verified illness.

Address:______________________________________________________
NAME: (printed)____________________________ Local Lodge:_____________
 Fathers and children alike. The newsboys had shown them, and the community as a whole, that children have a right to work.

The Newsboys Strike of 1899 was the first organized strike of children, and it was a significant moment in the labor movement. The newsboys struck to demand better working conditions and higher wages, and they succeeded in their goal.

The strike was led by Joseph Pulitzer and William Randolph Hearst, two of the most powerful newspaper publishers of the time. They had used their position to advantage, exploiting the labor of children in their newsboy service.

The Newsboys Strike of 1899 was significant because it was the first time that children had stood up for their rights and demanded a better life. It showed that children were capable of organizing and taking action to improve their circumstances, and it set an example for future generations.

The newsboys' victory was important because it demonstrated that children could be a force for change. It showed that they were capable of standing up for their rights and fighting for a better life. It was a turning point in the labor movement, and it helped to lay the groundwork for future labor victories.

The newsboys' strike also demonstrated the power of organizing and collective action. It showed that when children work together, they can achieve their goals and make a difference in the world.

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Continued from page 3

Health Care Reform Takes Center Stage

to move forward. The goal of labor? To ensure that new legislation both provides for those unable to obtain insurance and that it clearly protects benefits (especially those specified in collective bargaining agreements). Labor has also been voicing concern over proposals to tax health care benefits. Also important is the creation of a prescription drug pool that will limit the escalation of prescription drug prices.

Looking back on years of rallying, lobbying, and fighting hard in every arena for increased healthcare options for the middle class, the labor community is eager to see positive changes coming from the Obama health care plan. And ready to make sure that the middle class is heard every step of the way.

Seattle Rally Fills the Streets

At the May 30th rally and march in Seattle, Senator Patty Murray and Congressmen Jim McDermott fired up the crowd pledging to move forward with healthcare reform to ensure all Americans have access to quality and affordable coverage. Murray declared, “Healthcare should be a right for all Americans and not a privilege for some.”

Thousands gathered at Pratt Park in Seattle and marched to Westlake Center where they heard compelling personal stories on the need for healthcare reform.

Thanks to all who turned out for the Seattle rally.

Innovations Abound at IRC

Continued from page 1

Moonshine Shop. Other unique innovations include:

• Custom ovens for sidewall panels.
• Custom perforating machine. Because it has been able to keep a lot of work in-house. This work could have been offloaded, but because of the ingenuity and creativity, we remain competitive and are the best place to do the work. I’d like to see more shops take advantage of the skills in our membership and SPEEA to keep us more competitive. By giving them the freedom to create, we are all more successful.”

Business Rep Chuck Craft noted: “By using innovative and lean principles, this shop has been able to keep a lot of work in-house. This work could have been offloaded, but because of the ingenuity and creativity, we remain competitive and are the best place to do the work. I’d like to see more shops take advantage of the skills in our membership and SPEEA to keep us more competitive. By giving them the freedom to create, we are all more successful.”

Above 751 members Bob Merritt, Chris Dofredo and Fred Hoskins explain to W ashington Insurance Commissioner Mike Kreidler and Congressman Jim McDermott details of the tragedy that resulted in the death of Laniita Bunor’s daughter. Her story highlights the need for healthcare reform – even for those with good insurance coverage.

Photo left: Steward Jim Smith was one of nearly 50 Machinists Union members who volunteered to serve as marshals along the parade route.

Innovations Abound at IRC

Continued from page 1

the adhesive. Since each interior product has unique needs, the tug bots are customized along with the carts and other moving line elements. The tug bots converted most of the IRC to moving line production.

Originally, Boeing looked outside to buy the moving line system, but quickly realized existing equipment was too large and costly. Management empowered the Moonshine Shop to develop and build such a system they could offer unique and right size options. Because it was totally designed and produced here, continual improvements are made as the tug bots evolve with each generation.

Moonshine Shop employees work closely with interior shop employees – gathering specifications, input and ideas and then incorporating them into the moving line and equipment.

The Moonshine Shop works as a team and utilizes the unique and diversified skill base. One employee might be building custom ovens for the moving line while another produces carts for the moving line, and still others build the tug bots that will power the moving line. Beyond designing and building the tug bots, the Moonshine Shop also maintains the tug bots once they are put into use.

Tug bots have a computer hard drive on a track of aluminum tape, which the tug bot reads,” stated Hawk. “We build the custom carts for each line to the specifications for that product. We work well with the engineers and it is a real team effort. We feed ideas off each other. We can adjust the speed, height, etc and make it unique for each moving line.”

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Above: Wayne Bakko (l) and Steve Boss work on a project for the Moonshine Shop.

Photo left: Rich Irvine checks one of the custom ovens he built for use on moving lines in the Interior Responsibility Center (IRC).