District 751 was proud to be on hand as Governor Gary Locke signed the “Aerospace Tax Incentive Package” into law on June 18 (see box right for details). This innovative package offers an estimated $3 million in tax incentives to the aerospace industry over the next 20 years, if Boeing builds the 7E7 here in Washington. The incentives are part of the state’s “Action Washington” bid to build the new plane. 751 has been an active member of the Action Washington team.

With the future of Washington state’s largest private employer and the future of tens of thousands of working families on the line, Governor Locke displayed incredible insight and creativity, as he crafted a very targeted tax incentive, that coupled with the many other advantages this region has to offer, should ensure Washington

Continued on page 3

The reform that passed protects the maximum weekly benefit amount ($496) for our laid-off members and pushes

Continued on page 12

Continued on page 12
Coalitions Should Promote Job Growth for Region

by Mark Blondin, District President

In a little over one month since Boeing unveiled its crisis proposal for the 7E7, this state has stepped up and shown incredible leadership. Elected officials, community leaders and business leaders came together with a “We Can Do It” attitude to perform a tremendous amount of work and put together a top-notch proposal that should ensure the new airplane is built here by the members who have built every Boeing commercial plane since the 707.

Teamwork was key to getting things accomplished in this short period of time. I am proud our Union was an integral part of both the legislative action and crafting the proposal.

Some members have asked why the Union has taken the lead on this. Others questioned why we even have to bid for the work. Boeing no longer commands 70 percent of the world aircraft market. Airbus is a serious threat, which demands that we do things differently. By getting involved and having our say, our Union assume a leadership role, only then can we help shape the direction of our future. Rather than sitting back and reacting to things, let’s offer solutions to beat Airbus and enhance job stability.

This Union, our members, has always been on the cutting edge - whether it is building new airplanes, mastering new skills and technology, lobbying the legislature or organizing community service projects, we prove what impact life for others. Our “We Can Do It” campaign is just another example and proof of how involvement can make a difference. When we talk about landing the 7E7 here, we are not just talking final assembly jobs, but manufacturing, inspection, and other support jobs, as well. This Union’s top priority remains jobs for our members; however, to obtain this we must ensure that Boeing has a viable future in commercial airplanes. Yes, if we get the 7E7 built here it will not mean as many jobs as other airplane lines because Boeing plans to use larger integrated parts. That is true whether or not the plane is built here or somewhere else. That is the future Boeing envisions. To preserve our role in building the planes calls for innovative thinking, and that is just what our Union delivered.

Projects such as the new Mukilteo pier can be viewed as either a threat or an advantage. Our challenge is to make sure it is an advantage and one that will translat onto jobs for our members. These are tough times that present us with new challenges. But together, “We Can Do It” and offer new ways to preserve and build on the enthusiasm. We know “We Can Do It” - it’s time other industries learned it too.

Coalitions between business, labor, and local economic development councils formed while putting together the 7E7 proposal should continue with the focus shifting to how this state can aggressively work to attract other industries. This is basically the same strategy other states have taken in trying to get the 7E7.

Donors Needed for All Blood Types!

Cascade Regional Blood Services (your community blood bank serving Tacoma, Puyallup, Federal Way, Lake-wood and Gig Harbor) is experiencing a critical need for all blood types. In fact, the blood bank has less than a one-day blood supply of all blood types.

Critical need means that while our local hospitals have an adequate supply of blood on their shelves for patients, the blood banks are unable to replenish a normal inventory at this time. Because the blood supply is so low, hospitals may have to look at postponing surgeries.

Every extra person will make a difference. We are asking that all blood donors that have not donated in the past 56 days please call 1-877-24BLOOD and make an appointment or walk-in to one of the following locations:

- Tacoma Location 220 South I Street (across from Wright Park)
- Federal Way Location 33150 13th Pl. S. South (near the Health Department)
- Puyallup Location 205 15th Ave. SE (Behind Jason’s Restaurant on Meridian).
EVERETT PANEL APPROVES PIER

751 members again demonstrated the “We Can Do It” attitude as they turned out to testify at a recent Everett Planning Commission meeting to ensure the Mukilteo pier project is approved. Members emphasized the importance of preserving these jobs for future generations and stressed that the pier would help ensure a strong future in aerospace.

Continued from page 1

State is chosen from among the many other states competing to get Boeing’s next aircraft. Credit also should be given to the state legislature, which passed the tax incentives in record time, to ensure the package would be part of the proposal submitted to Boeing on June 20.

The package also protects taxpayers’ interests by making the tax breaks contingent on Boeing giving something to this state in return—jobs for our citizens in the form of the 7E7 airplane. Should Boeing decide to build the plane elsewhere, the tax incentive package is null and void.

While Washington State could not provide direct subsidies or money to Boeing like many of the other competing states have done, the incentive package offered what other states couldn’t—tax breaks on their existing airplane lines and existing employees. With currently 68,000 employees in this state, the tax breaks on those employees and current production lines are a huge incentive to build the 7E7 in this state.

Locke emphasized, “We know what’s at stake in the long run is not only the 7E7 final assembly, but other Boeing product lines as well. We will not stand by and watch our state start to lose this industry and these jobs.”

The package is truly an investment in the future that will make the state more competitive and hopefully attract more companies to our state, which in turn will create additional jobs.

REFORM TARGETED TO MAINTAIN WEEKLY BENEFITS

Continued from page 1

the reduction in duration of benefits out until 2005 when it will go from 30 weeks to 26 weeks. However, if any members are still drawing benefits in 2005, the federal extensions that we have been successful in securing would still kick in so they would not lose any weeks of benefits. The money would simply come out of the federal pool instead of the state pool.

The reform also includes the Boeing tax model so Boeing is only paying their fair share rather than subsidizing other industries. Keep in mind Boeing has paid over $286 million more into the system than their employees have drawn out in the last nine years. The new bill also features a four-quarter averaging, which ensures seasonal and part-time workers are still eligible for benefits (no one will have their benefits cut off).

Again, benefits for our laid-off members will remain at $496 a week with no reduction. Why did the Union push so hard to get this legislation? Because WITHOUT THIS REFORM BOEING WOULD NOT EVEN CONSIDER BUILDING THE 7E7 IN THIS STATE. This Union refused to consider any proposal that reduced the weekly maximum benefit for our laid-off workers. We have too many members and did not feel our members should take a benefit cut to subsidize lower-paid workers. This Union worked very hard to get the maximum benefit to its current level and fought hard to avoid a reduction.

Keep in mind Unemployment Insurance (UI) is a “safety net” program that provides partial wages on a temporary basis for workers who are unemployed through no fault of their own. It is not a yearly entitlement that people use each and every year. Unfortunately, after a month and a half of negotiations, the labor community led by the Washington State Labor Council and the business community couldn’t come to an agreement or decide on a compromise. Both sides waited until the last day. Therefore, we did what was necessary to pass a bill that ensured our members’ benefits would not be reduced.

While others in the labor community continue to complain about the reform, the fact is they offered no alternative other than to cut benefits for our laid-off members. That was an option this Union could never support—especially with 13,000 members on layoff.

CONGRESSIONAL DELEGATION ASSISTS ON 7E7 EFFORTS

Efforts to land the 7E7 in Washington State extend beyond state boundaries to the nation’s capital, where the entire Washington Congressional delegation is also hard at work.

U.S. Senator Maria Cantwell is pushing for an FAA Center of Excellence at the University of Washington that will specialize in advanced composites, which will make up as much as 60 percent of the 7E7. By locating the center here, the Northwest would be the leader in working with these new materials and could help with research on the new plane. In addition, Cantwell is exploring the possibility of having the center partner with Boeing on an autoclave that could be used in manufacturing the wings and fuselage. If successful, this would ensure that employees at Auburn and Frederickson would have major work on the 7E7.

Others in the delegation are doing their part as well by looking for ways to level the playing field with Airbus and make Boeing more competitive, such as working with regional power companies to offer the low power prices that originally attracted commercial-aircraft manufacturing to this region.

751 POLITICAL DIRECTOR LINDA LANHAM AND OTHER UNION OFFICIALS WERE ON HAND TO SEE GOVERNOR LOCKE SIGN THE BILL INTO LAW THAT WOULD PROVIDE BOEING $3 BILLION IN TAX INCENTIVES OVER 20 YEARS IF THE 7E7 IS BUILT HERE.

Continued on page 12
Flight for Sight Raises Over $9,000

On May 31st, individuals took to the streets to raise money for Guide Dogs of America in the second annual “Flight for Sight” Fun Run, Walk and Jog. The event, organized by the 751 Women’s Committee, raised over $9,000 for Guide Dogs of America. The race offered something for everyone, including a 1-mile walk, 5-K walk, 5-K run, 10-K jog and 10-K run.

While there were many runners that took home a trophy (see winners box below), a special category for fundraisers was just as important. Lois Holton was top fundraiser bringing in an amazing $2,210 in contributions. Linda Lanham raised $630, while Dan Meddaugh collected $270. Special recognition also goes to Women’s Committee member Pam Black who not only helped prepare for the event, assisted with race day registration, but collected $339 in pledges and completed the 5K walk.

The following members should be commended for raising over $100 in contributions: Kim McNallie $120; Art Duffy $108; Irene Ellis $105; Dan Barstow $125; Victor Hébert $125; Becky Beasley $132; Tracy Schuster $125; Heather Allen $172; Paul Veltkamp $170; Ellen Davis $142; Stephen Miller $255; Louis Satterlee $210; John Ellis $200; Jerry Rowley. Female 10K: Under 29 - 1st Sarah Forrey, 2nd Amy Forrey. Over 30 - 1st Carol Vanderoef, 2nd Dave Smythe. Over 40 - 1st Doug MacLean, 2nd John Rowley. Male 10K: Under 29 - 1st Matt Hale. 29-39 - 1st Craig Porter, 2nd Pam Fitzpatrick. Over 40 - 1st Sue Grigsby, 2nd Linda Low). A special category for fundraisers was just as important. Lois Holton was top fundraiser bringing in an amazing $2,210 in contributions. Linda Lanham raised $630, while Dan Meddaugh collected $270. Special recognition also goes to Women’s Committee member Pam Black who not only helped prepare for the event, assisted with race day registration, but collected $339 in pledges and completed the 5K walk.

Thanks to the following sponsors who contributed to the event:

The course was crowded as District President Mark Blondin signaled the start of the race. Above: Runners begin the 10K at a fast pace. Photo left: Mary Jane Vanderpool and Becky Beasley cross the finish line after completing the 5K course.

Winners at the Event

Winners at the Event

Thanks to the following volunteers that helped with the event:
Volunteers Ensure Playground Is Covered

Once again, 751 volunteers fulfilled a need in the community by constructing a cover for an area playground. Members put in two weekends of hard work to complete the project and ensure that low-income children at Housing Hope in Everett now have access to a safe playground year round.

Bill Borders, Labor Liaison for United Way of Snohomish County, praised the work of 751 stating, “Housing Hope had a great playground, but it lacked a cover. They received a very discounted price on a heavy duty permanent roof structure to cover the playground, but they did not have funds to pay several thousand dollars for the installation. Thankfully, IAM 751 volunteers came to the rescue! The project required expertise and knowledge in concrete work, use of a transom to get four concrete pads exactly level and square, back breaking work to break out concrete and asphalt using pneumatic equipment and coordinating with a crane to lift the structure onto the bolts embedded in the concrete pads. Despite the complexity, 751 volunteers managed to get the job done!”

Deborah Bolton, Developmental Director of Housing Hope, was elated at the help and declared, “We just simply couldn’t have done without the volunteers without the volunteers from the Machinists Union. They are awesome!”

Special thanks to the following volunteers who helped out on the enormous project: Justin Bailes, Heather Barstow, Robert ‘Gus’ Gustavson, Phil Hicks, Jon Holden, Garth Luark, Ed Lutgen, Nick Lutgen, Rick McKinney, Kerry Millitch, Jason Redrup and Duane Roope.

Help Children Succeed in School!

While out shopping to get ready for summer, pick up a new book or a backpack and school supplies to donate during the annual Books & Backpacks drive. Through July, Boeing employees can bring in new books and backpacks filled with school supplies. New books go to Page Ahead, a local nonprofit agency that distributes books to help children improve reading skills and build a life-long habit of reading for youngsters who need extra help in that area. Backpacks filled with school supplies go to children who might not otherwise receive these important tools for learning.

New books rather than used books are important because they are given to children involved in reading programs as incentives to read more. School supplies are important because some children’s families cannot afford even the basic items needed in school. By receiving backpacks and supplies, children begin the school year with the right tools needed for learning. Look for collection boxes throughout Boeing buildings to make your donations.

Boeing employees also help school children by volunteering to read to students in area schools as part of the book distribution effort. For more information or donation ideas, please call Northwest Community and Education Relations at 1-888-412-CARE or visit the web site at http://community.web.boeing.com/nwregion and click on the Books & Backpacks icon. This is your chance to help the less fortunate start the school year prepared and enhance their chances for learning.

Delivering Food for the Needy

Thanks to all the members who brought in donations of non-perishable food during the recent drive. Because of the generosity of our members, Northwest Harvest received over a truckload of food. The Volunteer Recognition Program (VRP) organized the food drive because often times food bank supplies are depleted in the summer. Most organizations plan events around the holidays at obvious times of need, but food is still needed year round.

A special thank you to Renton Secretary Stephanie Wilson for her extra efforts in the drive.

Employees Generosity Shows In ECF Drive

Boeing employees nearly achieved their goal for the annual Employees Community Fund campaign that ran May 5-16. Organizers in the Puget Sound region set a goal this year to raise about $19.8 million. It is estimated that $19.5 million will be donated by the end of the year through the Employees Community Fund, thanks to employee and retiree gifts. All donations go to local community nonprofits to help people in need.

Boeing employees hold up cards that show the total that is expected to be raised by the end of the year through the Employees Community Fund.

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Swalwell Earns IAM Scholarship

751 - Member
Deborah Swalwell beamed with pride as her son, Paul, graduated from Monroe High School. Yet she had more than just graduation to celebrate. Paul was just one of 51 people across the U.S. and Canada to win the IAM Scholarship Program.

Thanks to his efforts and hard work, Paul will receive $4,000 from the IAM to help pay for his two-year machine technology program at Renton Technical College. The program could enable him to become a third-generation Machinists Union member.

His mother, Deborah, has worked at Boeing for 25 years as a Material Processor and always provided support and encouragement for her son to pursue his dreams. Paul’s grandfather, Harold Tanner, who spent 32 years at Boeing, served as an inspiration to spark his interest in machine work. Paul spent many weekends and evenings with his grandfather learning to use various tools and mastering the skills of the trade.

Beyond what he has learned from his grandfather, Paul will have a jump on some other students entering the program at Renton Technical College. Paul already has working knowledge of many of the machines he will train on at Renton Technical College. During his senior year in high school, Paul split his day between Monroe High School and Sno Isle Vocational Skills Center. At the Skills Center, he learned to use a manual bridgeport mill, manual lathes, tool grinders, and blade welding. Paul’s focus on machine work earned him membership in the National Technical Vocation Honor Society. In addition, he operates CNC lathes and mills at his current job at Wynnak Machine Inc. Always planning ahead, his mother brought the IAM scholarship information to Paul’s attention last summer. As he began his senior year, he had fully completed the necessary application, gathered the required school records and obtained letters of recommendation. He nearly forgot he had entered the competition as his senior year progressed until the overnight mail packet announcing the scholarship arrived at his home. He immediately called his grandfather to share the good news.

When he is not working or in the classroom, Paul is an avid outdoorsman, who enjoys camping, hunting, fishing, riding a quad and snowboarding. As he moves to the next phase of his education, Paul is proud of his family’s Union history and eager to take the scholarship work to building his future.

District 751 President Mark Blondin presented Paul with the scholarship at the June Local F meeting. Paul’s grandparents looked on at the standing ovation he received from members in attendance. For information on the 2004 IAM Scholarship, please see the box below.

The IAM Scholarship Competition is open to members of the IAM and their children throughout the United States and Canada. Awards to members are $2,000 per academic year, from one to four years, 1 Local Lodge election leading to a Bachelor’s degree or a two-year vocational/technical certification. Awards to Children of Members are $1,000 per academic year for college, for a maximum of four years until a Bachelor’s degree is obtained. Vocational/technical School – $2,000 per year until certification is reached for a maximum of two years. For rules of eligibility or to obtain an application, contact and return the request at right. No application forms postmarked later than February 25, 2004, will be considered.

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.

<table>
<thead>
<tr>
<th>LOCAL</th>
<th>NOM DATE</th>
<th>LOCATION</th>
<th>POSITIONS TO BE NOMINATED</th>
<th>ELECTION DATE</th>
<th>ELECTION LOCATION</th>
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<tbody>
<tr>
<td>751 E</td>
<td>Sept. 3</td>
<td>5:30 p.m.</td>
<td>Stewart’s Meeting Hall 9135 15th Pl S, Seattle</td>
<td>Oct 1</td>
<td>Seattle: 9135 15th Pl S.</td>
</tr>
<tr>
<td>751 F</td>
<td>Sept. 10</td>
<td>6 p.m.</td>
<td>Stewart’s Meeting Hall 9135 15th Pl S, Seattle</td>
<td>Oct 8</td>
<td>Auburn: 201A St SW Everett: 9739 Airport Road Renton: 233 Burnett N. Seattle: 9135 15th Pl S.</td>
</tr>
<tr>
<td>86</td>
<td>Sept. 11</td>
<td>7 p.m.</td>
<td>4266 E. Mission Spokane, WA</td>
<td>Oct 9</td>
<td>Seattle: 9135 15th Pl.</td>
</tr>
<tr>
<td>1123</td>
<td>Sept. 4</td>
<td>8 p.m.</td>
<td>Aluminum Trades Cen. 180 Rock Island Rd. E. W enatache, WA</td>
<td>Oct 2</td>
<td>4266 E. Mission Spokane, WA</td>
</tr>
</tbody>
</table>

REQUEST FOR IAM 2004 SCHOLARSHIP APPLICATION PACKET

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

Please send me an Application Packet for the 2004 IAM Scholarship Competition. If the proper packet is not received within 30 days, advise the Scholarship Department immediately. I understand that this request is not an application, and that the Application Packet must be completed and postmarked no later than February 25, 2004.

REMEMBRER: Please check the appropriate box listed below and the requested information will be mailed to you. As an IAM member who will have 2 years’ continuous membership in the IAM as of February 25, 2004, I am requesting an Application Form for:

☐ IAM Member requesting a College or Vocational/Technical Scholarship
☐ Child of a Member requesting a College Scholarship
☐ Child of a Member requesting a Vocational/Technical Scholarship

AM Member requesting a College Scholarship

Notifying Members / Elections for Local Lodge Officers

Important: Complete the coupon and attach a SELF-ADDRESS LABEL for reply.

Nominations / Elections for Local Lodge Officers

Nominees 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 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 or of a Local affiliated with District 751 for one year at the time of nomination, and shall be working at the trade for six months prior to the nomination. Candidates in Local 751-F are also encouraged to have attended at least 50% of the meetings of their/her Local Lodge during the 12-month period ending the day of nominations. Candidates in Locals 751-E, 1123, and 86 shall have attended at least 50% of the meetings of his/her Local Lodge during the 12-month period ending the day of nominations.

Nominees Acceptance:

All nominees must sign an acceptance card for the position nominated and return it to the Recording Secretary of the Local before the close of that meeting. Members not present at the nomination meeting may have their name placed in nomination only if the member nominating them submits to the Recording Secretary, at the nomination meeting, a letter from the candidate signifying his/her acceptance of the nomination to the office to which they have been nominated. The letter must set forth the candidate’s name, properly spelled, and their card number, with their own hand-written signature and the office for which they will accept the nomination.

Eligibility to Vote:

All Local 751-E, 751-F, 86 and 1123 members in good standing, members whose dues are paid through the month of August 2003, 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. To qualify for an absentee ballot, one of the following conditions must be met. A member must:

1) Reside more than 25 miles from the designated balloting place.
2) Be confined with a verified illness.
3) Be on vacation.
4) Be on IAM business approved by the Local, District or Grand Lodge.
5) Be on approved employer travel assignment outside the area.
6) Be on Reserve Military Leave or qualifying U.S. Family Leave Laws.

Any member entitled to receive an absentee ballot shall immediately call the Local Lodge Election Chairperson for information and instructions.

Continued on page 11
Member's Documentary Celebrates Diversity

Making films has always intrigued 751-member Todd Coughlin, who has worked as a parts inspector at Boeing for the past 18 years. When he mentioned this interest to a co-worker, they suggested he pursue formal film training through the IAM/Boeing Quality Through Training Program (QTTP).

The advice changed not only his life, but his entire family’s. The one-year training program he completed at Seattle Film Institute (compliments of QTTP) did much more than just introduce him to the art of film making. It helped him see the community he grew up in (White Center) through different eyes. In fact, he has seen it through the eyes of several hundred children from a variety of countries.

After completing training and purchasing equipment, Todd and his wife Diane set out to make a film. Diane was quick to understand lighting concepts and framing and possessed a natural talent behind the camera. They decided to film a documentary on White Center and how it has evolved from a predominantly white, working class community to an area filled with refugee immigrants. However, once they began filming and exploring the topic, they stumbled upon White Center Heights Elementary - an incredibly diverse school that is a microcosm of White Center citizens.

Their focus immediately shifted to this amazing school that brings together 400 students from 34 nations, who speak 27 different languages. Together, they produced a 50-minute documentary entitled “A Family of Many Nations” that captured the energy, compassion, success and diversity of this unique school. Despite the fact that 80 percent of the students speak no English at home and 90 percent quality for free or reduced lunches, the school is succeeding academically. As they proceeded with the film project, Todd decided to let the school tell its own story and opted for no narration – instead using only interviews with students and teachers.

The formula was obviously a hit judging from the attention the film has received. Todd initially sent four tapes to area schools and education associations. From there, it has been widely circulated and highly regarded.

Todd noted, “I have been blown away by the reaction and attention our film has generated. This started as a family project, but became much more. We felt it was an opportunity to communicate and learn in this unique school.”

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Todd noted, “I have been blown away by the reaction and attention our film has generated. This started as a family project, but became much more. We felt it was an exciting story that others should experience. We have been invited to attend the New York Film Festival, have shown it in local theaters, have been interviewed by local newspapers and television stations, and have even been approached to air the film on public television.”

With all the surplussing activity that has occurred recently, there is often an increased need for training. Dan Klovdahl, manager of the Everett machine shop, found such a need in his area as he watched many machinists knowledgeable in Mazak programming transferred out of his shop - with no formal training in place for the new employees in the area.

John Cain, QTTP Program Manager in Everett and former machinist, heard of the need for training in his old shop and set out to have QTTP deliver a course to fill the void.

John had completed Mazak training in 1991 and still had his old textbooks. He contacted Mazak to find out if they still offered training for the machines. Training was available; however, the textbooks were out of print, and they would be unable to instruct the 40-hour class until seven weeks later when they could get new text books. Rather than waiting, John made copies of his old textbooks and convinced Mark Gordon from Mazak to teach the course in the shop on the machines our members use every day.

Mitch McFarlane is one of four members that completed the training. He noted, “The class showed me step-by-step the process of setting up, programming and trouble shooting. I now fully understand the machine and can work safely and with confidence. I have been programming and making quality parts since the day after graduating from the class – improving efficiency and productivity.”

Before the class, Mitch had transferred to the shop and tried to learn how to program the Mazak by watching the operator that was being transferred out. The problem was, that when he had an opportunity to observe between jobs, the operator would already have a program in the works. Once, when he worked with the operator, the machinist made it look easy and went too fast to really retain any knowledge. Suddenly, the operator was transferred out before Mitch really got a chance to learn the machine - yet he was expected to run it daily. The QTTP class was exactly what was needed.

A second Mazak class was offered late June to other interested employees. QTTP continues to work to fulfill any training needs that are identified by hourly employees or their management.

Training Improves Mazak Productivity

Safety & Health Fairs Planned

July 2003 751 AERO MECHANIC Page 7
A Home of My Own

by Lem Charleston, Human Rights Committee

In the past for too many Americans, homelessness meant you were a deadbeat, a loser, an alcoholic, a drug addict, or some other less than honorable person. Today, there is a shocking reality in the face of the homeless that we are hard pressed to look at. Even a face-to-face encounter with a homeless individual gives many of us an ominous and eerie feeling. Maybe because we know, for the grace of God, that this person could be us, or one of our loved ones.

The face of the homeless is so familiar, like your next-door neighbor, your grocer, or local gas station attendant. Maybe even like your second shift counterpart, who was laid off 18 months ago. Homelessness is not always the result of one who lacks any work ethic, but rather one that lacks work.

Due to the economic crisis, which has engulphed the nation, there are now numerous factors contributing to the homeless burden in America. Everything from September 11 to “SARS” to the evil of corporate CEO’s and their rich to get richer, even if it causes the poor to get poorer. This problem is inherent in a capitalistic society. One that allows the rich to get richer, even if it causes the poor to get poorer. There is a heavy trauma of becoming homeless if one cannot come to terms with the sub-conscious feeling that this could be us some day.

Rarely is it one contributing factor that leads to one becoming homeless, sometimes these situations cannot be predicted or controlled. The action of becoming a homeless person is almost one of victimization. Today’s social economic environment can inadvertently promote homelessness. This problem is inherent in a capitalistic society. One that allows the rich to get richer, even if it causes the poor to get poorer. There is a heavy trauma of becoming homeless if one cannot come to terms with the sub-conscious feeling that this could be us some day.

Since the current Bush Administration has been in place, over 60,000 jobs are being lost every month! Herbert Hoover still created jobs in his term as President of the United States. It is a real shame that so many of us do not want to understand homelessness. We shy away from it with that sub-conscious feeling that this could be us some day.

For more information or to be mailed a brochure, please call 206-764-0335 or www.iam751.org/puppyputt

First Annual Local Lodge 751-A

CAR AND MOTORCYCLE SHOW:

RAFFLES
GIVEAWAYS
MUSIC
FOOD

When:
Saturday, July 26, 2003
10 a.m. to 5 p.m.

Where:
Machinists District Lodge 751
Parking Lot
9125 15th Place S.
Seattle, WA 98108

Entry fee $15.00 per vehicle
Please mail entries to: Local A Show & Shine, 9125 15th Place S., Seattle, WA 98108 Make checks payable to Guide Dogs of America

For Questions and Registration Information
Contact Stephanie Wilson at 425-235-3777

HUMAN RIGHTS ARTICLE

Grand Prize Drawing

1st Annual “Puppy Putt”
Motorcycle run to benefit Guide Dogs of America
Saturday, September 13

Event Times:
8:30 a.m. - Check-in
10:30 a.m. - Last bike out
3 p.m. - Last bike in
5 p.m. - Awards ceremony

Participants will meet and start from two locations:
• North End: Indian Motorcycle Burlington, 1851 Bouslog Rd, Burlington, Across from I-5 Auto World
• South End: Hinshaw Honda, 1602 W. Valley Hwy S.

Ride will conclude at IAM 751 Seattle Hall, 9125 15th Pl. S.

Pre-registration: $20 donation for rider/driver, $10 per passenger
Day of Ride: $25 donation for rider/driver, $10 for passenger.

For more information or to be mailed a brochure, please call 206-764-0335 or www.iam751.org/puppyputt

Puppy Putt

Raffles
Food
Music

Vendor booths are available for $100 to any member business/vendor that would like to advertise their products at the event.

The face of the homeless can be anywhere- as depicted in this Depression-era photo.
The Retired Club recently heard a report on training that is available to seniors and those with disabilities who find themselves depending on buses for their transportation.

This training, provided by CARES of Washington, helps individuals gain confidence and skills to safely and comfortably travel on public transportation. Knowledgeable instructors, experienced with the bus transit system, will guide the training. Information discussed in the training includes planning a trip, getting to and from a bus stop, using the lift, transferring between buses, and paying the fare.

This is a chance to learn how to make King County Metro’s transit system work for you. Training is available for individuals or groups.

For more information on the training, call 206-749-4242.

Information on ACCESS, which provides door-to-door shared-ride van transportation was also presented. ACCESS service is based on regular Metro service. To utilize this service, you must first go through a certification process. To sign up for ACCESS and start the certification process, call 206-263-3113. Please call well in advance (preferably one month) before you will need ACCESS service, as it takes time to complete the certification process. Once you have completed the certification, you should call one week prior to needing the ride to ensure necessary arrangements can be made.

**Seniors Have Ride Options**
**Homelessness - It Can Happen to Anyone**

Continued from page 8

Homeless people are just a paycheck away from being homeless.

You do nothing. That’s right nothing. You engage in the very behavior you are known as “avoidance.” Where you are so stunned by the sheer speed of these events, that you are too looking at them, to remedy them. It is not a period of denial that most folks lose everything, the cars disappear in the night. The bankcard is sucked into the local ATM. You can’t write checks because your account is now closed due to NSF’s. Everything is so far past due that it’s only a matter of days before you and your family are out on the streets! You don’t even have enough money to drown your sorrows in a bottle of alcohol.

Homelessness is a very dark and murky experience, one that none of us ever wants to come to grips with. It can begin in many ways. For example, we know that the average American worker who has already accumulated double-digit debt on their credit cards, double-digit debt on their vehicle, triple-digit debt on their home. Any departure from a steady income — temporary or permanent does have serious repercussions. An interruption in pay can, and often does, lead to a negative impact on lifestyle, and one’s economic social status — also diminishing the ability to pay off bills, and settle numerous stores and second hand stores are the only way you can afford to shop.

Many people are just a paycheck away from being homeless. They understand what you are going through because they are now moving out more families than ever before. The Sheriff’s Department shows up with folks staging out more families than ever before. The Sheriff’s Department shows up with folks staging out more families than ever before.


For More Information, please call the National Coalition for the Homeless at 1-800-822-8131.

**Vehicles**

1963 SWB CHEVY PICKUP, 8K miles on rebuilt engine, fair body, starter and alternator, $500. 253-988-3371

1985 JEEP CHEROKEE- new engine with warranty, new radiator, battery, seals, oversized clutch, $1800. 253-941-3517

1990 FORD TAURUS GL- new front struts, cloth, slider, liner, clean, good tires, $1800 OBO. 253-298-3731

1992 DODGE STEALTH, V-6, DOHV, AT, AC, rear defrost, cloth interior, good tires, $1800 OBO. 253-298-3731

1987 FORD RANGER, X-Cab, V6, 5-speed, A/C, rear defrost, wiper delay, newer motor, $1200 OBO. 253-877-3200

1985 T-BIRD V-6- hear it run. 253-843-1977

1986 HONDA CIVIC, 4 cylinder, 5-speed, cloth, slider, liner, clean, good tires, $1800 OBO. 253-298-3731

2000 YAMAHA motorcycle- 1100 V-Star $6000. 253-185-1494

1998 CHEVY SUBURBAN LT 2500 4x4, 454 cu. in, automatic, $13,950 or consider trade for nice boat and trailer. 253-922-5675

1990 FORD TAURUS GL- new front struts, cloth, slider, liner, clean, good tires, $1800 OBO. 253-298-3731

1990 OLDS QUARD 4, no doors, 33,637 miles, top condition, warranty on muf- fler $500. 206-323-6620

1992 DODGE STEALTH, V-6, DOHV, AT, AC, CD, PW, DR, LO, WIN, REAR, defrost, cloth interior, good tires, on/off switch, spoiler $500. 253-298-3731

1990 OLDS QUARD 4. 4-door, no doors, 33,637 miles, top condition, warranty on muf- fler $500. 206-323-6620

**Tools**

NEED A COMPACT TRACTOR? We specialize in Grey market tractors. Yama- toon all-4WD, new loaders, 18 to 28 HP, low hours. Implements New & used. Terry 206-255-0663

1969 FORD 4000 Tractor- 4WD; 100 HP; 3000 miles, has custom cover, running boards. 253-941-3517

1983 PACE ARROW MOTORHOME, good condition. $11,900. 206-369-5196

1989 JEEP CHEROKEE- new engine with warranty, new radiator, battery, seals, oversized clutch, $1800. 253-941-3517

1993 Ford E350 Truck, 350 Ci, 5.8L, one owner, very, very clean. 206-369-5196

1990 OLDS QUARD 4, no doors, 33,637 miles, top condition, warranty on muf- fler $500. 206-323-6620

**Rec Vehicles**


1992 PROWLER 5th-wheel trailer, heat, air, shower, hot water, toilet, sleeper. All working plus hitch. Pull with a 6-cylinder truck. $5500 OBO. Nice. Take a look. 253-839-7933

1994 23’ COACHMEN TRAILER, bunk beds, fridge not working. Needs to be replaced. Good shape. has awning. $1650 OBO. 253-742-0599

2000 YAMAHA motorcycle- 1100 V-Star $6000. 253-185-1494

1990 OLDS QUARD 4, no doors, 33,637 miles, top condition, warranty on muf- fler $500. 206-323-6620

**Property**

CEMETERY LOTS — 2 at azalea gardens in Greenwood Cemetery in Renton. $2700 each or both $5500 OBO. 253-255-7109

20 (2) ACRES on Whidbey Island at Langley and OL 20 minutes from the water. Asking $20990. 253-564-9045

VEERY NICE BURIAL LOT at Riverton Crest. Valued at $2200 asking $1000. Two places already sold in Everett valued at $2500. Asking $1000. 253-850-6883 or 253-520-4031

27 SPACE RV park — city utilities, near Grass Valley, 5.5 acres, 13 homes already included. Call Charlie 425-775-6061

NACOTHOSSTANDS TRACT theor mem- bership for sale. Access to ALL Thousand Trails properties, 2001 dues already paid. $5000 firm. Leave message 206- 824-0377 or 425-342-0447

UNSETRISE ORDS — 2 West coast islands. One with a large cabin and half a dozen acres. Lake Sawyer, Copalis Beach, Mosue Lake. Dispa.ricPan, etc. 59200 do. 253-826-9800

Local Lodge Officer Nomination/Election Schedule

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For Local 751-E and F, direct absentee ballot requests to: District Secretary, Treasurer, 1125 14th St. SE, Seattle, WA 98108 or personally deliver to one of the following offices:

• Auburn — 201 A Street SE, Suite 401, Auburn, WA 98002. Office hours are 8 a.m. to 5 p.m. NOTE: Auburn, Everett & Renton halls are closed for lunch from noon to 1 p.m.

• Renton — 233 Burnett N; or Seattle — 125 15th P, S.

For Local 86 and 1123: Mail or personally deliver absentee ballot requests to: IAM & AW Ballot Request, P.O. Box 4226, Renton, Wash., WA 98035. Office hours are 8 a.m. to 5 p.m. NOTE: Auburn, Everett & Renton halls are closed for lunch from noon to 1 p.m.

If you have questions regarding absentee ballots, nominations or the election, please call Secretary-Treasurer Bruce Spalding on 1-800-763-1301, ext. 3310.
Continued on page 1 watching the evening news. The next day he called the Union Hall and of-fered to give us 1,000 of his cheer stix with our “We Can Do It” logo. He had grown up in Seattle and believes keeping Boeing is important to ev-eryone in the state. Donating the cheer stix for our next rally was his way to support the effort.

Yard signs were yet another avenue to increase public awareness. Members stopped by the Auburn, Everett, Renton and Seattle halls before and after work to build nearly 10,000 yard signs donning the “We Can Do It” logo. Then, the Satur-day before the 7E7 proposal was sub-mitted, members took to the streets and plastered the main intersections and streets of King, Pierce and Snohomish Counties with thousands of yard signs. Local media noticed the effort and did various stories promot-ing the campaign.

Again, all of this is to raise public awareness and demonstrate community support to keep Boeing and the family-wage jobs here in Washington State.

T-shirts with the “We Can Do It” logo are available at all Union offices for just $5. The shirts come in ash grey, with the blue and green logo.

While the proposal to build the 7E7 has been submitted, the campaign is far from over. The Union will continue efforts to promote this state and pre-serve and create jobs.

Dave Swan posts a “We Can Do It” poster in an area restaurant as part of the effort to show Boeing that other businesses are behind the effort to keep Boeing in Washington State.

Stewards have de-livered stickers and window clings to mem-bers in the shop to help spread the word as they travel throughout the region. T-shirts with the “We Can Do It” logo are available at all Union offices for just $5. The shirts come in ash grey, with the blue and green logo.

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Continued from page 1 build the 7E7 is here in Washington State.”

Keep in mind the Union’s efforts on the 7E7 are not simply to land final assembly in this state, but to also secure man-ufacturing, inspection and support jobs on the new airplane, as well.

751 Administrative Assistant Ron McGaha fired up the crowd at Boeing Field when he asked “Who can do it?” and was met with a resounding “We can do it!” McGaha applauded the team-work shown in putting together the pro-posal and noted, “Machinists have been saying we can do it and have successfully met every challenge we have faced. In World War II, the challenge was to increase production of the B-17’s for the war in Europe. It is ironic that we are again faced with what amounts to a world war – a war to save the very industry that saved the world. We are dedicated to win that war and save these living-wage jobs that are so important to this state.”

One thing is sure, when the announce-ment of where the 7E7 will be built is made later this year, we will know we did everything possible to ensure Wash-ington State is the home of the new airplane.

The intent of the bill is to make pre-scription drugs more affordable by helping seniors and people with disabilities buy prescription drugs at cheaper prices. The legislation also takes steps to reduce the overall cost of state-purchased drugs.

In negotiating prescription drug price discounts for state agencies, the Health Care Authority (HCA) now must also ne-gotiate such discounts for any Washington resident who is at least 50 years old, or disabled between the ages of 19-49, whose family income does not exceed 300 per-cent of the federal poverty level and whose existing prescription drug need is not cov-ered by insurance.

The State is also directed to design a Medicaid prescription drug assistance pro-gram.