

# DISTRICT 751 AERO MECHANIC

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## Triumph Contract Delivers Unprecedented Job Security

The pursuit of contractual job security is difficult in the best of times, but in the midst of the worst recession in decades, it would seem an impossible task.

Undaunted, the 335 members of Local 86 who work at Triumph Composite Systems in Spokane, overcame all obstacles and recently ratified an agreement that guarantees 40 hours employment per week for the life of the agreement.

The three-year contract goes a step further to address outsourcing with language to protect employees from work transfers to Mexico, or other Triumph facilities.

IAM members at the plant build and assemble floor panels, ducts and flight

deck interiors and components for all Boeing aircraft (including the 787), as well as after-market floor panels for Airbus planes.

For more than a year, members at the Spokane facility have worried about what Triumph's new plant in Mexico would mean to their future. Management had reported that 50 Spokane jobs would initially move to Mexico, but that could grow to more. With the new contract ratified, members at Triumph know they are secure for the life of the agreement and hope to continue the good working relationship long into the future.

"How often have we heard that you cannot guarantee jobs? However, that is exactly what this contract does and members realized the significance of the language, which is reflected in the 81 percent ratification vote," said District 751 President Tom Wroblewski.

Union negotiators Wroblewski, Aerospace Coordinator Mark Blondin, Business Reps Mark Johnson and Steve Warren, Staff Assistant Ken Howard and shop floor rep Jerry Womble did the heavy lifting at the table. However, credit goes to a sophisticated and united mem-

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Jenny Love is one of the 335 Triumph members guaranteed a job for the life of the 3-year contract.



Left: Members at Triumph in Spokane ratified a new 3-year agreement by 81 percent on June 3.

Below: District President Tom Wroblewski (l) answers members' questions on the proposal during lunch at the Triumph plant.



## At Boeing, Safety Must Be Top Priority

Our members pay the ultimate price when safety is not kept at the forefront. Members need to understand their rights in the IAM/Boeing contract under Article 16.1 – the imminent danger clause – and should be aware of not only the chemicals and processes used in the shop, but also the proper personal protective equipment. (See boxed story in next column)

While Boeing claims to put safety first, the reality is when production rates increase management feels pressure to get the job done and all too often our members are compromised. The number of safety related accidents seem to be increasing, and many have had dire consequences.

Brenda Kathleen is one member who has a frightening reminder of the dangers of working with chemicals at Boeing. She was over exposed to chemical fumes. As the result of an unsafe assignment by management, she now has a constant tremor in her right hand, as well as potentially other medical issues. No one can be sure of all the damage that was inflicted. However, Brenda bravely comes to work each day to ensure Boeing delivers the 30-plus 737 airplanes each month. She grasps her shirttail to mask the tremors. By reporting her story, she hopes others will avoid a similar situation and the pain and suffering she has endured.



L to R: Business Rep Tommy Wilson, Brenda Kathleen and Steward Rob Winkle discuss a dangerous assignment that landed Brenda in a hospital for three days and had lasting affects.

For Brenda, the problem arose when a fuselage section came in damaged from Wichita and was placed in the 4-20 building for repair (on the P-8 line, which had no airplane at the time). Even though OSHA and EHS regulations require any repairs over 9 feet to be performed in a paint hanger, management instructed five employees to perform the repair on second shift. Our members were supplied with preval sprayers, which can only be checked out by management – with no instructions on how to use it or what the proper personal protective equipment was. In fact,

members were given cloth gloves and paper charcoal

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### Imminent Danger 16.1(b)

"Imminent danger" is a phrase that all District 751 members working at Boeing should know. Our IAM contract gives you the power to stop work if you believe there is "imminent danger" to your health or physical safety. While the clause should not be used lightly, it should be invoked anytime a person believes such work would result in injury. The Union is adamant that our members should

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Robert Sandberg (l) thanks Business Rep Brett Coty for Union assistance that resulted in \$6 more per hour and reinstatement of past seniority.

## Union Delivers Pay and Seniority

A long-time Machinist is back in the job he wanted — and getting \$6 an hour more than the Boeing Co. was willing to pay him at first — thanks to a timely suggestion from a District 751 staffer and some prompt action by a Union Business Rep.

"The Union guys have done a lot for me," said Robert Sandberg, a 747 functional test mechanic in Everett. "I really appreciate it."

Sandberg is a long-time Boeing worker, who first hired on with the company in Everett in 1989. He spent 13 years there, working on the 'Four-Seven line, until he lost his job in the massive layoffs that followed the September 11th terror attacks and the airline industry collapse that followed.

When he left the Everett plant for the last time in May of 2002, Sandberg says he thought it was forever. After 9/11, Boeing started outsourcing work Sandberg and

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### Studious Scholar

Katie Truong, daughter of member from ASC Tools, earns an IAM Scholarship

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### Promoting Productivity

Pilot Program provides opportunity for members to effect change in their shop

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# REPORT FROM THE PRESIDENT

## Boeing's 'Chicago Gang' Not Really Interested in Labor Peace

by Tom Wroblewski, District President

Boeing spent a lot of time last year talking about "labor peace," and how it had to have long-term stable agreements with its unions in order to succeed.

Apparently, that was only a priority for 2009. Because in 2010, it's become evident that Boeing would rather pick fights with its unions, instead of forming the kinds of productive labor-management partnerships that will be key to the future of American aerospace.

We saw this quite clearly last month. On the one hand, we had the contract talks at Spirit AeroSystems in Wichita, and our own District 751 talks with Triumph Composites in Spokane. In both cases, the Machinists Union and management worked together, cooperatively, to build the kind of agreements that will benefit both the company and the workers.

And then there were the Boeing contract talks with IAM District 837 in St. Louis, where managers used strong-armed threats and intimidation to strip away pensions for new hires and cram a bad contract down the throats of Machinists who build fighter planes for the U.S. Air Force.

Let's start with Triumph in Spokane. As I've reported before, the Triumph negotiations were unlike anything I've



ever experienced with the Boeing Co. When we started talks in Spokane, both sides honestly spelled out what their priorities were, their must-have items, and then we worked together to reach a deal to accomplish them.

The result was a contract ratified by 81 percent of our Local 86 lodge members that guarantees that 335 Machinists will have jobs for the next three years. It's a first-of-its-kind contract in the industry, and something I think we can be proud of.

As we were voting our contract in Spokane, our IAM brothers and sisters in Wichita were negotiating their own groundbreaking contract with another key Boeing supplier in Spirit.

This Spirit contract has a lot going for it. The company made some strong commitments to keeping work in Kansas for the next decade, with contract language that sharply limits the off-loading of work in the future.

The deal also includes some really attractive bonuses – identical to the ones top management gets — that will ensure that Machinists at Spirit share in their company's future success. Workers also got improvements in health care and pension benefits, and an early-retirement option.

In St. Louis, there was nothing surprising about how the gang from Chicago treated our brothers and sisters in

District 837. The attacks on pensions, the heavy-handed threats by shop-floor managers, the cynical manipulation of the press and even the federal mediation process – all of it reminded me of the kind of games Boeing tried to play with us in 2008, and it was the same game plan that put the United Auto Workers out on the picket line at Boeing's Long Beach site earlier in June.

Chicago's game plan is obvious. It is systematically eliminating employee pensions – even as Jim McNerney's own personal pension climbs in value. (It's up to about \$26 million now, after four-and-a-half years on the job.)

They follow a regular pattern, so I've no doubt that Boeing will come after our new hires' pensions in 2012. We'll need to stand strong if we're to preserve what is one of the core values of this union, the right to retire in dignity after a long career of service to the company and the industry.

What's sad is that it doesn't have to be this way. Remember, last year we offered Doug Kight and his cronies something very similar to the Spirit contract, when we offered to extend our current contract by another eight years beyond 2012. All we required in return were some guarantees that our work would not be offloaded – to South Carolina or anywhere else – and that our members would receive fair compensation in return for locking into such a long-term deal.

Yes, just like Spirit, Boeing could have had the "labor peace" it claims it needs. But instead, it rejected our offer, and chose instead to pick a fight with us, with our brothers and sisters in St. Louis, and with the UAW in Long Beach. Actions speak louder than words, and with these actions, it's become clear that Boeing's pleas for "labor peace" are about as sincere as a card-cheat's smile.

The difference in tone last month between the Spirit talks in Wichita and the Boeing talks in St. Louis told it all.

In St. Louis, the Boeing spokesmen talked in typical corporate double-speak about "aligning with peer company practices" and claiming that the contract enhanced retirement and health benefits – even as it eliminated pensions and ripped

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## Triumph Contract Delivers Unprecedented Job Security

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bership that remained silent and focused on work throughout negotiations.

"Triumph appreciated our members remaining focused on the task at hand and gave more in the contract than they would have if other tactics had been used," added Wroblewski.

There were no takeaways in the contract and many improvements in the new agreement. Other highlights of the contract included: \$8,300 in lump sum bonuses, pension increases each year, improved COLA formula, increased Seniority Progression Increases by 10 cents every six months, added brother-in-law and sister-in-law to bereavement, and added prescription safety glasses with full cost paid by company. We also held the line on health care and got language to protect the employee's portion from rampant inflation.

"These negotiations are a good example of how the Union and Company can meet in the middle for the good of all," declared member Kevin Wimans. "I'm proud of the members, the Union



Business Rep Steve Warren answers questions on the Triumph contract during lunch so members could cast an informed decision on the proposal.

and the company."

"Both parties negotiated in good faith bargaining. That sold me," stated District Council delegate Gary Swartz. "The unprecedented job security took a lot of the sting out of the lack of GWI's."

"There were things I liked and things I didn't like," stated Union Steward Dale Ronquille. "The fact that there will be no layoffs in the next three years was the deciding factor for me."

"It is a very good contract, but job security for three years was the highlight. Before at every town hall meeting, people worried they were going to hear about layoffs and losing their job," stated member Erin Blashill. "Beyond just the three years of job security, it ensures that every employee on the payroll today will be vested in the pension plan since the least senior person has 2 1/2 years. That is huge! Even though we (her hus-

band is also a member) were not affected, we have been there and understood the significance of getting this language."

"I'm about 10 from the bottom of seniority so I love the contract," declared member Damian Brickner. "It secures my job for three years, and I get vested in the pension plan plus 10 cents more every six months for progression. It is more than I expected. I am very happy."



With their new contract, the 335 members at Triumph have job security to build floor panels, ducts and flight deck interiors and components for the life of the agreement.



Business Rep Mark Johnson (r), who served on the negotiating team, talks with Triumph members during a lunch break.

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# POLITICAL ACTION

## Funding for New South Park Bridge Continues to Grow

On June 23, just days before the current South Park bridge closed permanently, a coalition of leaders announced \$71 million has been pledged to cover over half the cost of the new bridge construction. The bridge across the Duwamish is used by 20,000 vehicles each day.

King County Executive Dow Constantine led the press conference at the foot of the bridge and was joined by Governor Chris Gregoire, and representatives from King County, the city of Seattle, the Port of Seattle, the Puget Sound Regional Council, and the New South Park Bridge Coalition.

The agencies at the event have come forward with their pledges that include:

- King County: \$30 million
- State of Washington: \$20 million
- City of Seattle: \$15 million
- Port of Seattle: \$ 5 million

The group pledged to continue working with governments and businesses to assemble the remainder of the funds needed to replace the bridge. King County will file for a federal TIGER (Transportation Investment Generating Economic Recovery) grant to help with additional funding.

“The South Park Bridge is a critical piece of infrastructure for the region’s ability to move freight, but it’s also the primary physical and symbolic connection to one of King County’s most diverse and vibrant neighborhoods,” said Gregoire after pledging \$20 million from the state.

“I thank the state, the city, and the port for all stepping up and making significant contributions toward the replacement of this transportation lifeline for King County and the broader region,” said Constantine. “This shows that regional cooperation and strong partnerships can create success where the old way of going it alone has failed.”

In a press release, King County Councilmember Jan Drago, who represents the South Park and Georgetown areas, noted, “Our chances of getting federal funding increase with every partner we get to pitch in, and this is proof positive that we’re on the winning track.”

“Rebuilding the bridge is not cheap, but closing this bridge comes with a price tag as well,” said County Councilmember Julia Patterson. “Closure of the bridge is projected to more than double what it will cost for construction of a new bridge in lost benefits to the region. I want to thank all of the partners who have followed the county in investing in this critical project.”



751 Political Director Larry Brown, who co-chairs the New South Park Bridge Coalition, speaks at a press conference announcing funding of \$70 million toward a new bridge. Brown was joined by the Governor, county, city, port and other local officials.

“It is gratifying to have a county executive who not only supported a new South Park Bridge but who was committed to making it happen,” said Larry Brown, 751 Legislative and Political Director who co-chairs the New South Park Bridge Coalition. “I also thank the other local government officials who stood with us in these difficult budgetary times. They stepped up to

support this coalition and to help get a new South Park Bridge. We have a good plan and strategy that is based on a genuine partnership, and that is the formula for success moving forward.”

With Brown co-chairing the local group, you can be sure the Union is doing everything possible to ensure a new bridge is funded and built as swiftly as possible.

### South Park Bridge Closed - Use Alternate Route to Seattle Union Hall

On June 30, the South Park Bridge closed permanently. This means that getting to the Seattle Union Hall – especially from the north end – will require some additional planning. Please take the time to look at the map and review alternative routes before leaving for the Seattle Union Hall.

**From the North:** District 751 stewards and members coming south on I-5 won’t be able to use the South Park Bridge to get directly to the Seattle Union Hall. Instead, continue south on I-5, take exit 158, the S. Boeing Access Road, to Tukwila International Blvd, then turn right onto SR99, to the 14th Ave. S. exit. Turn left off the exit, take the next right and Union Hall is on the left.

**From the South:** For members living in Burien or White Center and working at Boeing Field, they’ll have to drive around to either the First Avenue South Bridge on the north, or head south along State Route 99 until they reach the intersection with Tukwila International Boulevard. From there they can turn north on East Marginal Way.



Business Rep Steve Warren (far right) talks with Senator Patty Murray about issues affecting our members at a roundtable discussion at the Spokane County Labor Council. Murray has been a continual champion on workers’ issues throughout her career.

### Murray Meets with Spokane Labor Leaders

Senator Patty Murray has always been a champion for the worker. Throughout her career, she has consistently been an effective advocate because she listens and understand the issues important to working families throughout our state and country.

To ensure she remains in touch and understands the issues throughout our state, the Senator recently sat down with union representatives from the Spokane County Labor Council. The informal roundtable discussion allowed representatives from a variety of different unions to provide Murray with updates on their current situation, express their top issues, and ask questions about pending legislation.

Business Representative Steve Warren spoke on behalf of Machinists Union members in Eastern Washington. He emphasized the importance

of not only maintaining jobs, but growing new jobs for the region as well. Warren provided an update on the Triumph negotiations, including the unprecedented job security language. In addition, he discussed how the overall economy is hurting workers throughout the state. He also talked about our members at Hanford, Grand Coulee Dam and elsewhere throughout Eastern Washington.

Murray’s outreach is why she has been able to so effectively represent the interests of Washington state in our nation’s capitol.

Other issues discussed included extending unemployment benefits, the Employee Free Choice Act, health care reform, prescription drug coverage and Medicare Part D, defined benefit pension funds and Taft-Hartley Trusts, NAFTA and other trade agreements, as well as many other topics.

### Primary Election Day 2010

As we celebrate Independence Day on July Fourth, we are reminded of the blessings of our democracy. Through the power of the ballot Americans determine the course of our government. We must remind ourselves that our vote is a sacred right and duty; one that many Americans have sacrificed for our vote.

This year our Primary Election is Tuesday, August 17. With the exception of Pierce County every county in Washington votes by mail. On July 30 ballots will be mailed to your home and should arrive within the first week of August.

Your union is very active in politics. We need to be. For example, this year you will probably be voting on Initiative 1082 which would privatize our state’s workers compensation system. If this initiative becomes law, private insurance companies will take over our workers’ compensation system and make decisions about the fate of injured workers, all for sake of profit.

Additionally, this year’s election will give us an opportunity to help elect people who have helped us keep good paying aerospace jobs in Washington. For example, we have real champions for the Air Force tanker contract, such as Senator Patty Murray, and Representatives Norm Dicks, Jay Inslee, Rick Larsen, Jim McDermott and Adam Smith.

Please carefully review next month’s issue of the *AeroMechanic* for your union’s recommendations in this election. These recommendations are based on voting records, interviews and analysis by your Legislative Committee and action by your District Council. While your union recommends these endorsement positions YOU ARE THE ONE WHO DECIDES.

Remember, you can affect the outcome of the election in two ways: one is by voting and having your voice heard and the other way to effect an election is to stay silent and let others decide for you. In the heat of summer and vacations, it is easy to forget. Please remember to vote in the 2010 Primary Election on August 17.

# At Boeing Safety Must Be #1

Continued from page 1

masks to use during the repairs. In addition, there was not proper ventilation per OSHA requirements.

Four of the members began feeling nauseous and light-headed after using the chemical and left the plane to get fresh air. Brenda continued to work, despite the strong fumes and adverse effects, until she eventually became confused, disoriented and felt like she could not get any air into her lungs on the plane. Boeing Fire Department transported her to the hospital where she spent three days on oxygen in the hospital to cleanse her body of the toxic chemicals; however, she still had about a 10 percent chemical saturation when she was released.

After tending to Brenda, Boeing Fire Department had trouble locating the other four employees who had been exposed to the harsh chemicals because management had sent them back to work in the 4-82 Building.

To make matters worse, rather than sealing off the airplane until a proper investigation was completed and the cause of the illness was determined, just 45 minutes later management assigned 751-member Mike Boyd and another employee to complete the rework in the plane. Management then asked Mike to "clean up" the chemicals in the area – again without providing information on the chemical content or proper PPE. When Mike felt ill, his acting manager let him go home sick rather than following procedure of going through medical

to ensure he was not affected by the chemicals.

Union Steward Rob Winkle, who also serves as a Safety Focal, took swift action and immediately took photos and documented the scene. Business Rep Tommy Wilson, who also serves as the Safety Focal, ensured Rob was part of the official investigation with the state.

"The fact is mechanics and electricians should not do painting rework of that scale. I was assigned to clean it up and was given a dust mask and latex gloves," stated Mike Boyd. "If it wasn't for the quick thinking of Steward Rob Winkle, it would have been our word against theirs. Thankfully, he had photos and documentation to back up what we said occurred."

Unfortunately, that is not the end of



Business Rep Tommy Wilson (l), who is also the District Safety Focal, explains to District President Tom Wroblewski (center) and Business Rep Joe Crockett the scenario that injured several workers who were assigned to work with dangerous chemicals without proper protective equipment or training.

the story. Imagine Brenda's dismay when she returned only a few days after the traumatic ordeal only to have her manager threaten her with a corrective action memo if she asked for help to do a portion of her job. In addition, Sedgwick (the company that administers Boeing L&I claims) has pressured Brenda to

sign off her claim and even tried to force their way into her doctor appointments. It has not paid her hospital bills.

"It has been a real invasion of privacy. I feel very pressured and realize they are not concerned about my well being," Brenda stated.

The entire incident has changed her view of Boeing.

Brenda's husband, who has worked at Boeing since 1988, has also been shocked at the treatment and response of the aerospace giant.

"I lost respect because Boeing put us in a hazardous place, which could have killed us and managers assigned us to the situation. Before, I assumed they would never put their employees in harms' way," Brenda added. "If I had been trained on painting, I would have recognized the potential dangers and spoke up. At the minimum, management should have told us the risks. To date, no managers have taken responsibility."

Now, Brenda makes sure she has the right qualifications for any assignment thrown her way, questions the chemicals and process involved to ensure that proper personal protective equipment and safety procedures are followed – something all members should do each day.

Union Steward Rob Winkle added, "Management says we have access to the MSDS information, but then they complain if we get on the computer to look up the information. We should use time in crew meetings to educate our members on hazardous chemicals, etc. rather than more discussion on 5S."

Mike Boyd is still shaking his head. "Brenda still has not fully recovered. I don't see how it could be that important to move the plane. I am a third generation Boeing worker. My grandma signed the 5,000th B-17 at roll out. My mom works in Auburn, and I have other relatives working at plants in Renton, Frederickson and Auburn. This incident made me question my trust of certain manager's decisions."

"There were so many errors that were compounded in this instance," declared Business Rep Tommy Wilson.

Several other recent incidents at Boeing have had permanent consequences that may have been avoided if members had used the Imminent Danger Clause of the contract.

In Frederickson, a member is currently wheelchair bound as the result of an accident when a 700-pound shotpeen machine fell on her. Even though shop instructions said to push the machine, workers often pulled it – without any real training on how dangerous such a move could be.

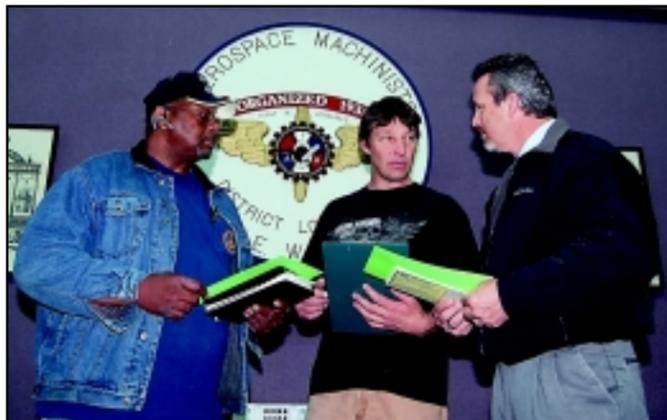
The real tragedy is months before the crippling accident the machine had nearly tipped on the same employee, who voiced concerns at that time about the safety of such an unstable, heavy piece of equipment. Following that near-miss, a potential machine modification was designed that would prevent such tipping; however, since the employee did not invoke 16.1, the modifications were overlooked and not implemented.

After the accident, the modifications were made to stabilize the portable shotpeen equipment, safety operation training was delivered, a daily pre-use check list was implemented, and a process was established to review outstanding action items. All these things should have been implemented prior to the accident.

In Everett, many recent incidents have resulted in members being injured; the injuries may have been prevented if the adequate training and proper equipment had been provided, or if the situation was assessed prior to the work being accomplished.

Wilson added, "This happens more than people think and the real tragedy is that it all could be avoided."

No matter what the production schedule in your particular shop, safety must be the first priority. Employees have a right to leave work in the same condition as when they arrived.



L to R: Site Committee members Dwyane Johnson and John Carter talk with Business Rep Don Morris on safety issues in Auburn and Frederickson that should have been addressed before any members were injured.

## Imminent Danger 16.1(b)

Continued from page 1

leave work in the same health as when they arrived, which is the premise that prompted the language in the first place.

Several recent incidents at Boeing factories prompted the Union to remind Union Stewards of the Imminent Danger Clause 16.1(b) and educate members on procedures to the language found on Page 62 of the IAM/Boeing contract. The clause states that employees have the right to invoke the imminent danger clause of the contract **IF** they believe that to proceed with the work assignment would place their health or physical safety at risk. The contract language includes the following statement: **no employee shall be required to perform work that involves imminent danger to their health or physical safety. Imminent danger is defined as loss of life or limb.**



If Section 16.1 is invoked, the contract specifies in Section 16.1(c) and (d) what must happen before work resumes.

- First, inform the immediate supervisor and/or site safety manager or a designee (per contract, a contact listing must be available to all employees).

- In addition, the employee should contact the Union Steward or HSI Site Committee member for assistance.

- **The work will not continue until a final decision has been made** by the Site Safety Manager (or designee).

Members should offer to do other work, which they consider safe, while a decision is being made.

Being aware of this contract language may help ensure members remain safe in their job. The language is there for your protection.

## Officers Accepting the Oath of Office



District President Tom Wroblewski (l) administers the oath of office to Local F District Council Alternate Mitchell Christian.



District Sergeant-at-Arms Clark Fromong (l) repeats the oath of office from District President Tom Wroblewski as Sec-Treasurer Susan Palmer observes.

**DO PATRONIZE:**  
The following businesses that employ fellow IAM 751 members:



SUNRISE DENTAL  
www.sunrisedental.com



Momentum Marketing  
www.momentum-mktg.com



UNION HOME SERVICES

Check them out at:  
unionhomeservices.com  
or call 1-877-779-0197

## IAM-BOEING JOINT PROGRAMS

# Partnership to Promote Improvements

Labor-management cooperation at Boeing was evident in Everett on June 8, with the launch of a program introducing basics of the aerospace business to Machinists. The "Business Basics" program grew out of contract negotiations between Boeing and District 751 in 2008. An employee involvement team that works 777 aft-body structures is part of a pilot of 10 self-contained lessons on topics such as market, quality, cost and safety.

The program, established in Letter of Understanding 28 – Continuous Productivity Improvement in the 2008 Boeing-IAM 751 contract, is being funded with contributions of \$1 million annually from Boeing for three years. The intent is to roll out the program through employee involvement teams.

Traditionally, productivity has usually been associated with the Company's bottom line – profits. Now with the global economy and increasing competition, the Union needs to take a different approach and really support the Company's efforts

in this arena. LOU 28 provides the avenue for that and IAM/Boeing Joint Programs is the bridge to implementing it. A team of both Union and Company representatives from Joint Programs has been working on LOU 28 for many months. The 777 aft-body structures pilot group marked the kickoff of implementing this initiative.

"The IAM knows that it is to all of our benefit to help the Company succeed, and we do that everyday," said District 751 President Tom Wroblewski. "This is a big deal because it is a chance for our members to drive the program and ensure it utilizes real-life experience to make improvements. This is about how we can work together – Union and man-

agement from the shop floor up – because the better we are, the brighter our future. It is in our Union contract so embrace it and help build a stronger future for all of us."

Speaking to the 777 Machinists taking part in the launch of the program, Doug Kight, Commercial Airplanes vice president of human resources, said, "This is about working together to secure our long-term success. No one knows this business of building airplanes better than you. This is an opportunity to learn and talk about your business in new ways."

The 777 aft-body structures Machinists will go through the lessons, which are being presented as bite-sized, 15 to 20 minute modules

over the next several weeks. One participant, Kurt Lanter, said he thought it was "phenomenal" that top representatives from Boeing and the IAM attended the launch event.

"The commitment shown by this support really shows that the program is important," said Lanter. "It's easy to become hardened over time about the latest flavor of the month in our jobs. But we're definitely feeling that this is something to take seriously."

That sentiment was shared by many in the 777 group. "Seeing the commitment from both top Union and Company officials speaks volumes and drives home the fact that it is important. Having top leadership means a great deal to us," stated member John Olson.

Business Rep Ray Baumgardner, who represents 777 employees, noted, "If this is successful, our members will change how airplanes are built. This is a tool box to do that. We see changes coming and want you involved so it works for you and not against you."



L to R: District President Tom Wroblewski, Phil Vining and Business Rep Ray Baumgardner discuss the new pilot program.



District 751 President Tom Wroblewski encouraged members from the 777 aft-body structures group to help drive the continuous productivity improvements. Boeing Vice President Doug Kight also addressed the group to demonstrate the commitment from both Union and Company to this program.



The 777 aft-body structures pilot group, who will help drive continuous improvement and have the ability to effect change in their shop, pose for a group picture with 751 President Tom Wroblewski, Boeing Vice President Doug Kight and representatives from IAM/Boeing Joint Programs.

## Safety Corner: SHEAR Forms to Resolve Safety Issues

Site Committees are a key link in ensuring that District 751 workers at Boeing have safe and secure working environments, and one of the basic tools they use are the SHEAR forms.

SHEAR stands for "Safety, Health and Environmental Action Request." The forms were developed as a result of contract gains won by the Union in the 1989 contract talks with Boeing.

The forms are the preferred method of communicating to management concerns you may have about health and safety issues within Boeing facilities.

They work best for fixing physical things: safety issues like trip hazards or unsafe tools, or health issues like poor ventilation or dangerous chemicals. They're not as effective for changing the behavior of others – smoking on the job, for example.

Electronic forms are available online through Boeing's Safety Activity System, and paper forms should be readily available in all shop or work areas, and also through safety bulletin boards. If you can't find one, you can also contact an IAM-Boeing Joint Programs Health & Safety Institute Office, or ask for one from your steward or supervisor.

The forms come with instructions on how to fill them out, but in general you'll need to include:

- Your name and Boeing ID number;
- The name of your organization;
- The name of your supervisor;
- A brief description of the activity that you feel is unsafe and its location; and
- Your suggested solution.

When you're finished, submit the form (paper forms go to your local Environmental, Health & Safety office). Also give one copy to your supervisor (the yellow one) and keep the pink copy for yourself.

The IAM contract with Boeing specifies the steps he or she must take within 24 hours after receiving a SHEAR form. The Health & Safety Institute of IAM-Boeing Joint Programs arbitrates in cases when a Machinist who files a SHEAR form and the relevant manager don't agree on a solution.

Machinists Union Site Committees are an important part of the process. There is one for each of the major sites at Boeing – Auburn, Everett, Frederickson, Kent and Renton, and for both the Developmental Center and Plant II in Seattle.

Each committee is made up of stewards from the site, and each has a staff focal, a union

business representative who is assigned to the facility:

- Heather Barstow is the staff focal for Kent and the Developmental Center;
- Brett Coty is the staff focal for Everett;
- Emerson Hamilton is the staff focal for Plant II;
- Don Morris is the staff focal for Auburn and Frederickson; and
- Tommy Wilson is the staff focal for Renton, as well as being the District 751 Health and Safety Coordinator.

Complete lists of each site committee member – with their contact information – are available at Union Steward and Safety bulletin boards throughout Boeing's facilities, or you can find them online at [http://iam-boeing.com/main\\_HSI.cfm](http://iam-boeing.com/main_HSI.cfm)



Business Rep Emerson Hamilton (l) and Steward Chuck Fromong discuss SHEAR forms to resolve safety issues in the shop.

## E.R.T. Self-Paced and Instructor Led Labs and Courses

Learning, Training and Development have scheduled labs and courses to help members get through the Employee Requested Transfer (ERT) system.

Instructor led courses are shown in My Learning for Renton, South Park and Everett. These courses include:

- Drilling for Quality Advanced - July 10, Renton
- Drilling for Quality Basic - July 24, Everett
- Using Digital Multimeters - July 10, Renton
- Production Illustrations - July 10, Everett
- Introduction to Airplane Plumbing - July 24, Renton

• Handheld Power Tools (Fabrication & Manufacturing) - July 10, Auburn

To request learning for classes go to your My Learning page in TotalAccess and use this tip sheet: [http://insideldt.web.boeing.com/leadpublish/mylrng/learner/lrnr\\_tipshts/lrnr\\_ilp\\_rqst\\_new\\_lrng\\_tipsht.pdf](http://insideldt.web.boeing.com/leadpublish/mylrng/learner/lrnr_tipshts/lrnr_ilp_rqst_new_lrng_tipsht.pdf).

Lab locations, days and hours are:

**Auburn:** 17-07 Bldg, Column J7

Monday & Friday, 10 a.m. to 5 p.m.

**Everett:** 40-31.3 Bldg., 3rd Floor Col. B13 Rm J

Monday through Friday, 10 a.m. to 5 p.m.

Every other Saturday, 10 a.m. to 5 p.m.

Third Shift support Tuesdays, 5 a.m.

**Renton:** 4-21.2 Bldg, 2nd Floor Col. A21, Rm 10

Monday through Friday, 10 a.m. to 5 p.m.

Every other Saturday, 10 a.m. to 5 p.m.

Third Shift support Tuesday & Friday, 5:30 a.m.

**Frederickson:** 24-50 Bldg.

Thursday First & Third, 10 a.m. to 5 p.m.

Every Other Thursday

# Crane Crew Delivers for Co-Worker

The Everett crane crew is known for their solidarity – whether it is organizing barbecues during a strike or rallying the troops at contract time. Because they are close, they are quick to assist each other when someone needs help.

Steward Todd Campbell who has worked with 751-member John McCain for years recognized the need to build a ramp after John's wife had suffered her third stroke and was confined to a wheelchair. Knowing that John would never ask for help, Todd organized a work party and recruited help from Health and Benefits Rep Garth Luark and Business Reps Richard Jackson and Jon Holden, who have extensive experience building ramps in the community.

John was overwhelmed with appreciation and gratitude.

"It was very humbling. I feel so blessed to work with such a great crew. I want to thank Richard 'Action' Jackson, Jon Holden and Garth Luark for lending their ramp expertise," John stated. "The ramp really took away some of my worries I have had. It is a great thing. Now my wife can go outside very easily and enjoy a lot more freedom."

Special thanks to Marysville Home Depot Manager Isaac Johnson, who donated the bulk of the materials, as well as 7-Eleven on East Casino Road where manager Kamaljeet Sekhon donated coffee and donuts for the work crew.



The volunteers, which consisted of many Everett Crane Crew along with other Union volunteers and reps, pose for a group photo on the newly built wheelchair ramp.



A work in progress – framing in the ramp.



John McCain pushes Bob Moss (1st line manager) down the ramp.



Cutting down the wood for the ramp L to R: Bud Jobe, John McCain, Todd Campbell and Adam Draper.

## Upcoming Fundraising Events

### Guide Dogs Horseshoe Tournament - August 14th

The 7th Annual Local E Shoes for Puppies Horseshoe Tournament will be held in Maple Valley at the South Seattle Saddle Club on August 14, 2010. Proceeds to benefit Guide Dogs of America. Tournament starts at noon. Teams will consist of two players and will follow Pacer Rules (available upon request). Pit sponsorships will be accepted for a \$50 contribution. Team fees will be \$50 per person or \$100 per team. Prizes will be given for 1st, 2nd and 3rd place.

\$1 raffle tickets will be available at Local Lodge meetings and throughout the day of the event. Tournament starts at 2 p.m. BBQ and beverages available, as well as kids activities. You are welcome to bring your own food and beverages to this event. Various raffles held throughout the day.

### 751-A STEEL & WHEEL SUPER SHOW - AUG 14

Local 751-A Steel & Wheel Super Show to benefit Guide Dogs of America. The Show will take place Saturday, August 14 from 10 am to 3 pm at the Seattle Union Hall (9135 15th PI S, Seattle, WA).



Join us for fun, food and music while you browse these incredible cars and bikes. Raffle tickets for great prizes! Entry fee \$20 per vehicle pre-registration; \$25 day of event. Check-in time 8 am-9:30 am. For more info call 1-800-763-1301, ext. 3212.

### Local 751-F Liberty Bowl Sunday, September 12th

Local 751-F will again sponsor the Liberty Bowl on Sunday, September 12th from 2 p.m. to 5:30 pm at Glacier Lanes in Everett (9630 Evergreen Way). The event is open to any IAM 751 member, family member or supporter.

Strike up a good time with food, fun, friends and prizes while raising money for the Machinists Non-Partisan Political League (MNPL). Trophies will be awarded to high scores and those who 'tried.'

Many door prizes - everyone wins! Bring your family and friends - fun for all.

\$50 Lane Sponsorships are available. Pick up entry forms at any Union office or call 206-763-1300 to have one mailed to you!

## Union Efforts Deliver Pay and Seniority for Previously Laid-off Member

Continued from page 1

his crew had done in-house, and required that the veteran Machinists train them, he said. Once they did, they were handed WARN notices.

"Everybody was getting laid off," Sandberg said. "I didn't expect to come back."

As a result, he turned down a chance to file for Category A recall rights. Instead, he sold his house near Stanwood, packed up his family and moved to Grays Harbor County, where he found a job working for forest products giant Georgia Pacific. After a few years, he hired on with a local Grays Harbor machine shop. Life went on, and while he kept in touch with a few of his former Union brothers and sisters, Boeing was something in his past, not his future.

Until the summer of 2009, that is, when the current recession claimed his job.

With Grays Harbor County struggling with double-digit unemployment, Sandberg found it impossible to find work. He scraped by on unemployment through the winter and into the spring, until a couple of his old Machinists Union buddies mentioned to him that Boeing was hiring. With his experience, they suggested, he'd no doubt get hired.

Sandberg went online and filled out an application and in short order was invited for an interview. Talking with the Boeing Human Resources staffer, he asked whether his past Boeing experience would count for anything should he come back to work. The

recruiter told him "no," he said.

Still, the recruiter thought enough of Sandberg's experience and skills to offer him a job as a Grade Four Mechanic/Technician on the 787 line — and to offer him the job at maximum pay, without having to go through progression. The offer didn't include any seniority benefits — Sandberg would have to start all over again there — but after months of joblessness, he jumped at the chance and accepted the job. He drove up to Everett, found a place to live, and came to his new-hire orientation on Friday, April 16.

At the orientation session, Sandberg struck up a conversation with Ernie McCarthy, a District 751 organizer who was helping out with orientation for the 50 new hires joining the Company that day. Sandberg told him about his situation; McCarthy gave him his card and suggested that Sandberg give him a call as soon as he got settled into his job.

The following Tuesday Sandberg called McCarthy, who told him to swing by the Everett Union Hall to meet with his Business Rep to see if there was anything that could be done to restore his seniority. The next day, Sandberg met with his rep, BR Brett Coty, who represents workers on the 787 line. "I asked him if I could get any seniority back."

Coty checked the calendar and realized that Sandberg's Cat A rights from his 2002 layoff wouldn't expire until May, thanks to Union efforts after the 9/11 attacks that had gotten Cat A rights extended out to eight

years. As a result, Sandberg couldn't just get some of his seniority back — he could probably get all of it. But it would be a close call. "He only had six weeks left on his Cat A rights," Coty said.

Coty, after contacting Boeing's Workforce office, grabbed a form to allow Sandberg to file retro-actively for his Cat A rights, and faxed it back to Workforce.

Within a week, Sandberg got an offer from the Company to come to work as a permanent Grade Seven mechanic doing functional testing on 747s, like he'd done before his layoff. In addition, all of his seniority would be restored — meaning he'd get maximum pay for Grade Seven, which is \$6 an hour more than the Grade Four maximum. And to top it off, with his seniority restored, Sandberg should be able to move soon to his preferred shift.

"Everything worked out great," Sandberg said. "The planets aligned and everything worked out beautiful."

"It was," Coty added, "a good thing."

Sandberg's story illustrates how important it is for former Machinists to keep their contact information current with both the Company, and the Union, Coty said. Boeing's hiring again, looking for skilled and experienced people to replace those about to retire after decades on the job, and to fill the demand created by the record production rates on the 737 line in Renton and the record overtime being worked by 787 teams.

Last month, Boeing called District 751

staff trying to track down nearly three dozen Machinists who had put themselves on recall lists years ago, but had moved or changed phone numbers. The Union was able to track down most, but at least 14 former IAM brothers and sisters missed out on chances to return to work.

If you know a former Machinist at Boeing, tell them to make sure their recall rights are in order, Coty said.

A lot has changed in the eight years Sandberg was away from Boeing and the 747. "Right when I left, they were just moving away from paperwork," he said. "Now everything's totally computers."

It's still one of the best jobs at Boeing, he says. "I really enjoyed my job here. It's a great job. Look at what we do — install the engines and rig the landing gear."

### Laidoff? Helpful Advice

Last month, Boeing called 751 staff trying to track down nearly three dozen Machinists who had put themselves on recall lists years ago, but had moved or changed phone numbers. The Union was able to track down most, but at least 14 former IAM brothers and sisters missed out on chances to return to work.

If you know a former Machinist at Boeing, tell them to make sure their recall rights are in order.

# GUIDE DOGS OF AMERICA

## Members Deliver Serious Donations in Guide Dog Drive

During the recent Guide Dog fundraising drive, hundreds of members stepped forward to help a very worthwhile organization that was founded by the IAM – Guide Dogs of America. Members signed up for new payroll deduction contributions which will total over \$43,000 per year – more than enough to pay for an additional guide dog each year. In addition, over \$30,000 cash was collected making the drive a phenomenal success.

Prizes were given to the top three recruiters in new cards and cash. Top cash recruiters were Ray Meduna (\$1,997), Jared Moschkau (\$1,512) and Allen Neph (\$927). The same three individuals were also tops in new monthly deductions. While many Stewards helped with the drive, several others deserve recognition as well for the extra effort: Zon Anderson, Becky Beasley, Charles Kaufman, Dave Duryee, and Jim George.

Thanks to all who took part in the drive and donated to this worthy cause.



District Secretary-Treasurer Susan Palmer (far left) and District President Tom Wroblewski (far right) congratulate top Guide Dog recruiters and their Reps. L to R: Business Rep Richard Jackson, Ray Meduna, Business Rep Mark Johnson, Jared Moschkau. Not pictured: Steward Allen Neph and Business Rep Brett Coty.

### All Star Recruiters

#### Most Money Collected

Ray Meduna	\$1,997
Jared Moschkau	\$1,512
Allen Neph	\$927

#### Most New Deduction Cards

Allen Neph	\$306.78
Jared Moschkau	\$280.02
Ray Meduna	\$194.46

#### Other Noteworthy Recruiters:

Zon Anderson	Charles Kaufman
Becky Beasley	David Duryee
Jim George	

## Fun Run Delivers Green for Guide Dogs

The District 751 Women's Committee raised more than \$10,000 through its ninth-annual Flight for Sight Fun Run, which was held June 5 in Everett.

All proceeds went to Guide Dogs of America, a charity that helps place trained guide dogs with blind or vision-impaired people across North America.

"We had a great group of racers and some fantastic volunteers," said District 751 Secretary/Treasurer Susan Palmer. "We really appreciate everyone who contributed to the

event."

Palmer singled out Ray Meduna, a Union Steward who works for Boeing in Everett, who collected \$1,250 in pledges for the run. She called that "an incredible contribution to a very worthy cause."

In all, the race attracted 112 runners and walkers, who took part in one of three events: a timed 5K race, a timed 10K race, or a one-mile walk. The courses started and finished at the Boeing Everett Activities Center on Seaway Boulevard.



Photo left: District President Tom Wroblewski (l) fired the shot to start the race.



Photo left: Jackie Boschok congratulates top fundraiser Ray Meduna.

Below: Fun Run winners gather for a group photo at the start/finish line.

### Special thanks to the following sponsors of the Fun Run & Puppy Putt:

- Service Printing
- Labor 1992 Corp.
- Susan Palmer
- Pacific Pitstop Express
- Larry Brown
- Daphne Becker
- Robblee, Brennan & Detwiler
- Dave Brueher
- Chris Louie
- Trophies & Awards Unlimited, Everett
- Kevin Cummings
- Country Carver (Debbie Anderson)
- Stuart Johnston
- Caveman (Terry Henderson)
- Monica Kenney
- Peter Lacavalla
- Carol Munsey
- Barb Thome
- Locals A, C, E & F
- IAM Dist. 751
- Boeing
- AFSCME, Local 304
- CWA Local 7803
- IAM Dist. 160
- AFT Seattle Community Colleges Local 1789
- IAM Local 2202
- IBEW Local 191
- IBEW Local 46
- IUOE Local 302
- Joint Programs
- Teamsters Local 174
- IFPTE Local 17



Volunteers gave their time to ensure the event was a success.



Lilly Loescher took first in her age category for 10K.

## Puppy Putt Roars in Money for Guide Dogs

The unseasonably cool and wet June weather held down the turnout, but didn't dampen the spirits of motorcycle enthusiasts who took part in Puppy Putt 8, a ride to benefit Guide Dogs of America.

More than 100 riders came out in the rain for the June 19 event, which raised more than \$7,000 in cash donations for the charity. Sponsors donated another \$3,000 worth of prizes for participants.

There were two starting points for the ride, at Sound Harley-Davidson in Marysville and Northwest Harley-Davidson in Lacey. The two groups met at Downtown Harley Davidson in Renton, for a motorcycle show that included music, food and dancing.

"It was kind of a rainy day, but we had a lot of fun anyway," said Terri Myette, a Steward who was co-chairwoman of the event, which is sponsored annually by District 751.

Co-chairman Jim Kakuschke, another Steward, thanked sponsors for their support. "The three Harley-Davidson dealers have always been terrific supporters, and it was great to have so many other businesses step up to help."

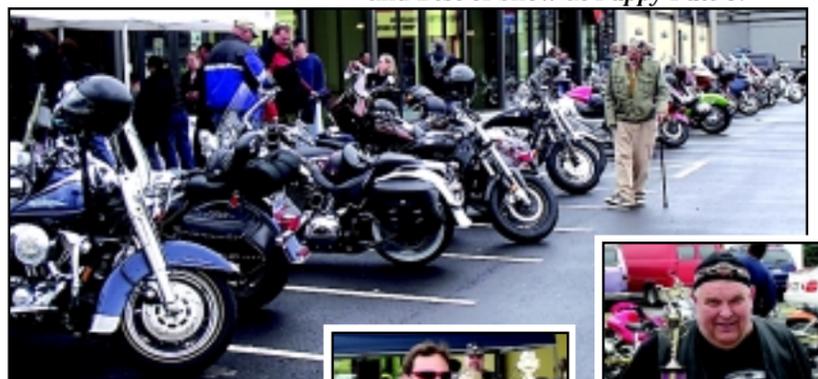
Jim Kakuschke and Terri Myette also credit Brent Sanchez and Rachel Sarzynski for serving on the organizing committee that put together the event, as well as Terri Winslow, Rob Curran and Clark Fromong.



Rain didn't dampen the patriot spirit of this rider. More than 100 riders turned out for the event, which raised more than \$7,000 for Guide Dogs of America.



Mathew Brisse captured both Best Custom and Best of Show at Puppy Putt 8.



Above: Just a few of the bikes from the Puppy Putt.

Right: Brent Sanchez won Best Metric and was also the Grand Prize winner.



Stephen Dennis won Best Touring Bike.

# District 751 Retiree Spotlight: Jack R. White

by Rosanne Tomy

This month's retiree interview features Jack R. White. Following in the footsteps of his grandmother, Ada May White Boyer, who worked for Boeing when it first opened its doors, Jack began working on B-17 bombers in 1941. After being drafted into World War II, Jack found himself flying as a crew member in the very planes that he had helped build in the factory. His story, and his insight into the life of his grandmother before him, paints an amazing picture of multiple generations at Boeing.

**What year did you hire into Boeing?**

1941.

**Were any of your family members working at Boeing at that time?**

My grandmother. She knew Bill Boeing. She worked on the wings that they built in those days, and they put fabric on them.

When I was born, my father was working in the Weyerhaeuser mill. So, his mother, Ada White, said "son, if you ever get tired of Weyerhaeuser tell me and I'll talk to Bill about getting you a job at Boeing." He quit and came to work for Boeing and from that point on, all of us kids that were born we followed suit.

**Was your grandmother, Ada White, hired into Boeing when it first opened?**

Oh yeah. Some of the airplanes are in museums now that Boeing built in those days. Like there's a sea plane I think in Seattle somewhere. She and the other women did the skin work, putting on this material where they had to sew and everything. Anything that was metal, the men did.

**How old were you when you first started working at Boeing?**

I was 18 years old. I was working at Boeing on the night shift. I told my folks with the war coming on, I wanted to get a job. I was a senior in high school and I only had two subjects to go to graduate, so I would go to school in the daytime and then I worked the night shift.

**Was it hard to get hired at Boeing?**

When I went to the employment office, I had to walk from Cleveland High School to Boeing's Plant 2 where the hiring office was. So I walked in there this day and got in a long line of older fellas looking for jobs. I said "I'd like to apply for a job here at Boeing" and when he found out I was still in school he said, "I tell you what Jack, you go up to school and get the principal to write a letter to us stating that it is alright for you to go to school in the daytime and work eight hours at night." So I left. I think he

thought "I got rid of that kid!"

So I walked directly back up to the school and met with the principal.

He said, "Jack you think you can handle that?" I said I only had two subjects. So he had the office girl then type up the letter, and I just hoofed it all the way back to Boeing. I got in line again and worked my way up to the same guy. He just looked at me and I handed him the envelope. He said "come on" and had me sign and I was an employee.

**Did you join the Union as soon as you were hired?**

Before I was fully employed, you knew that you needed to be a member in those days and took the responsibility on and joined. I had to walk over to the Red Barn to join the Union. I think it only cost me \$5 or \$10 dollars.

**Were your grandmother and father Union members, too?**

Yeah.

**How long did your grandmother work there?**

She worked there until she died. I forget which year our pension plan started, but my Dad told her he said "Ma, if you can just hang on for a couple months probably they are talking about having a pension plan." One day she was in a hurry, went to catch the bus in South Park, and she had a stroke. She only lived a matter of a few days and didn't see the pension plan.

**What was your first job at Boeing?**

I was a timekeeper's runner. In the first six months, you could decide if you would like to apply for something that would pay better.

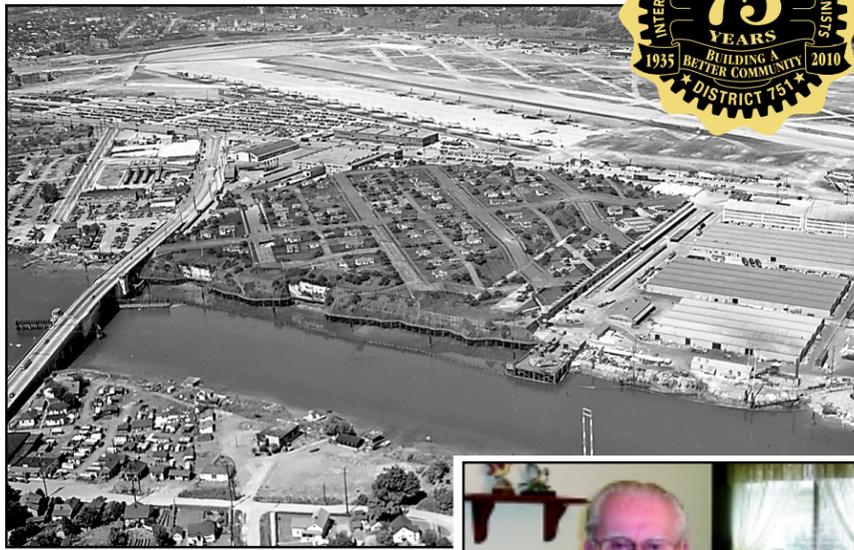
I enjoyed getting paid. It was 62.5 cents per hour which was okay for me at that time. But as time went along during that six months I thought, gee, I'd like to get downstairs where the airplanes are. So, I went down and started working on the airplanes, putting sections together at night.

**What was security at Boeing like during the war years?**

Well, before I was drafted I had to work in Plant 2 at night shift. They had brought in soldiers that had platforms on the edges of the buildings on the look out for anything that might not be right.

**Were you aware at the time that the plant was made to look like a city from above as a safety precaution?**

That was Plant 2 in Seattle. We knew they were doing something up there. You could sometimes hear noises and stuff. And then we found out what it was. They took pictures of it, and they did a good job. It looked like a residential district, not a factory.



**Jack hired into Boeing during World War II while still attending high school and recalled the camouflage city that disguised the Boeing plant.**



**Jack R. White was third generation Boeing. His grandmother knew Bill Boeing and built fabric for wings.**

**When did you get drafted?**  
It was June 8, 1943. The war had already been going on since 1941. June 8, we went up to the high school to get ready that evening for graduation. I came home for lunch that day and my mother said, "Jack, you've got some mail from Uncle Sam." I knew what it was. Monday morning I was down at the recruiting station being put on a bus to go to Fort Lewis first.

**How did you end up in the Air Force? Did you get to decide which branch you would be in?**

Well, I didn't want no part of the Army like I told the folks, "if I don't get the Air Force, I'll go over the hill!" So I said "Well, I want the Air Force."

**You were assigned armament school, did you like it?**

I took a liking to it. It was the turrets like we were gonna be faced with in the bombers and the bombs and how everything worked. Machine guns you'd had to take them all apart and reassemble them.

**When did you decide to get into flying the planes?**

I was sent to a barracks and I met a fella from Spokane named Stan Morris. He said, "They got a note up on the door of the day room and it says they need volunteers to fly." So he says, "Just think Jack, we get all this flight pay and we'll be sergeants in no time" and things like that. We'd be right on top of the world. We were the first two names on the list. Then it grew after that. But we both went to gunnery school. That was the start of the flying business.

**After having built them for Boeing, what was it like flying in the B-17s during the war?**

Oh I had all the faith in the world in it. Our crews were all volunteers, there were no draftees. What they thought about draftees was, they'd get somebody up there that got scared being shot at and shrapnel flying from German shells and planes on fire and all this and that. It wasn't too safe, you know. So they had to be volunteers.

**Where were stationed?**

I was stationed near Framingham, England.

**Were you bombing all over Europe?**

Yeah. Each mission was a different target. It was such a long distance that a lot of the missions like Berlin and those places, that we would go to one on one day and another one the next day and so forth. So we'd fly, I think we flew eight days in a row before we had a day off.

**Had your wife worked all through the War?**

She had been working in the shipyard in Portland. And that was pretty rough outdoor work. She had a sister that was already settled in this area and she decided 'well, I'm going to see if I can go up to Seattle.' Which she did.

**When did you meet your wife?**

I met her at the Renton Plant when I came back. She had come in as a rivet bucker, and this was after the War was

Continued on page 9

## 75th Anniversary Celebration: For Kids! LAST CALL

**In celebration of District 751's 75th Anniversary, we would like to invite children, grandchildren, nieces, nephews, and any other children in members' families to participate in some exciting contests. Any questions can be directed to the Communications Department at 206-764-0340 or 1-800-763-1301, ext. 3340 OR send an e-mail to: rosannet@iam751.org. Check out the details below!**

**Writing Contest (Grades 6-12)**

- 1) Answer one of the following questions, based on your current grade, in a maximum of two pages, double-spaced. Include your name, current grade, school name, family member's BEMS or CLOCK (last 4 of SSN), family member's place of work, and contact number on a cover page.
  - 6-8 Grade: What does union membership mean to your family?
  - 9-10 Grade: Why is solidarity important?
  - 11-12 Grade: How will union membership benefit your generation as you prepare to enter the workforce?
- 2) Mail your entry in to: IAM&AW District 751, Attn: Writing Contest, 9125 - 15th Pl. S., Seattle, WA 98108
- 3) Entries must be post-marked by July 10, 2010. Entries will be reviewed and awards granted to the top two essay writers in each grade group.

**Coloring Contest (Grades PreK-5)**

- 1) Color the picture that corresponds with your current grade. You can find the coloring contest pictures online at [www.iam751.org](http://www.iam751.org). :
  - PreK-K April issue of the AeroMechanic
  - 1-3 Grade: May issue of the AeroMechanic
  - 4-5 Grade: June issue of the AeroMechanic
- 2) Mail your entry in to: IAM&AW District 751, Attn: Coloring Contest, 9125-15th Pl. S., Seattle, WA 98108
- 3) ALL entries must be post-marked by July 10, 2010. Entries will be displayed at August Local Lodge BBQs for members to vote on. Two winners will be chosen from each grade group.

# RETIREMENT NEWS

## June Retired Club Meeting Minutes

by Helen Lowe,  
Retired Club Secretary Pro-Tem

The meeting was called to order by Vice President T.J. Seibert. The "Lord's Prayer" was said followed by the flag salute. Members sang "God Bless America."

**President's Report:** Vice President T.J. Seibert welcomed everyone to the Club. He reminded everyone about the picnic coming up in August and said that he hopes that everyone can make it out. It will be a good time.

President Al Wydick came to the podium and explained that his health has declined. As of July 1, he is resigning. Thanks for the last 14 years and know that T.J. Seibert will do a good job.

**Roll Call of Officers:** All officers were present or accounted for.



Retirees meet every Monday at 11 a.m. at the Seattle Union Hall and receive a free lunch at noon.

**Financial Report:** The report was read by Treasurer Betty Ness. A motion was made to accept the report as read. **M/S/P Minutes:** It was **M/S/P** to accept the minutes as printed.

**Communications Report:** There were no communications.

**Business Representative Report:** Garth Luark read the BR Report for June 2010. Garth also answered some questions about upcoming political events for retirees and the St. Louis contract. Garth was also asked about COLA and if widows will be entitled to that. He said he would report back with an answer on that.

**Health & Welfare:** Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Roger W. Beck, Merle V. Bogstie, Herbert Brown Jr., Chester A. Coucher, William F. Garland, Phyllis A. Lang, Michael J. Likson, Lillian V. Tunis, and Anita L. Zitterich. Sympathy cards were sent to next of kin.

**Legislative Report:** John Guevarra gave the Legislative Report. He spoke about workers rights, healthcare, education, social justice and participation.

**Good and Welfare:** Betty Ness thanked Al for all he has done over the years.



Retirees play bingo several Mondays a month at 11 a.m. at the Seattle Union Hall.

T.J. Seibert said that he will miss Al. He has always done a good job for this Union and this Club.

Garth Luark reported on the wheelchair ramp that was built for a little girl by the MVP Committee volunteers. Call the Health and Benefits Office for information on how you can ask for a ramp to be built.

**Old Business:** A motion was made to pay expenses for George Braun to go to Las Vegas. **M/S/P**

**Adjournment:** A motion was made to adjourn. **M/S/P**

### Save the Date - Retiree Picnic August 16th

• Save the date – **Annual Retired Club Picnic, Monday, August 16th** at Woodland Park, Stove 6. All retirees and their guests are invited. Bring a salad, side dish or dessert to share. Chicken and soda will be provided. Begins at 11 am, lunch at noon.



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

• Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.

#### RETIRED CLUB OFFICERS

President	T.J. Seibert	206-329-0160
Vice President		
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	206-878-0601
Trustees:	Louise Burns	206-242-5878
	John Guevarra	206-762-3848
	Mike Keller	206-723-4973
Union Office: (1-800-763-1301) or 206-763-1300		

### Union Retirees:

Congratulations to the following members who retired from the Union:

Patricia A Anderson	David J Martel
Marshall L Beck	Janet A Martin
Ricky A Blackston	Joyce M Mayovsky
Jackie Boschok	Dianne G McBride
Leon W Campbell	Carlos V Mendoza
Annie M Carter	Elmer R Miller
Cary D Caudle	Hugh B Moody
Jeffrey A Coon	Janet S Mueller
Warren R Dahl	Anita E Naylor
James P Dillon	John Nguyen
David E Edwards	Harvey W Pace
Harold J Eng	Douglas E Palm
Samuel Fecanin Jr	Doris J Phillips
Larry Fothergill	Dorothy Pointer
Glen A Gard	Donald L Preder
Robert G Galbreath Jr	Linda M Richotte
Linda Y Goodwin	Robert S Ross
Stephen W Howarth	Albert P Scherf
Willie J Howell	James V Sharp
Michael H Husebye	James B Sharpnack
Max G Jarman	Maurice S Short
Aletha Johnson	Glen W Smith
John M Jorgenson	Dennis E Stiverson
Kyu S Jun	Maxwell L Stone
Peter H Keating	Perry A Topinka
Dennis J Lavalley	Nang T Tran
Dennis E Lavoy	Richard T Vandaveer
Carter H Lawler	Arlo A Volson
Anh N Le	Jack L Vorhees
Thuan V Le	Fannett T Welsch
John K Lee	James F White
Duane R Luke	Solomon Williams
Marsha L Madsen	John R Winninghoff
William J Mahlum	Melvin Wireman

## District 751 Spotlight: Jack R. White

Continued from page 8

over. She finally worked her way into being a riveter and she was a good one.

**So you didn't go back to work in Seattle when you got back?**

We had B29s that had been in the service in the South Pacific islands. They fly them into Renton field and modify them into tankers, and they had the flying boom on them. There were tanks inside the B29. That's what started them on this tanker business was the B29 tanker.

**Did you have to deal with any rationing when you got home?**

When I came home when we were given leave to come home, we were given stamps to use. Food stamps and gas. My father was a supervisor at Boeing in Tacoma. I would have to take a Greyhound bus to visit him. He would stay down there all week, and then if he had Sunday off he would take a bus home. Because he couldn't get enough gas from the gas stamps to keep driving back and forth.

**What do you remember about your stewards at Boeing?**

If you had any kind of a problem, you would just talk to them you know. If it was something do with wages or hours or whatever it might be.

**What job did you have when you retired?**

I was working in a secret area when I retired. On the B2 bomber for Northrop. A flying wing type bomber. You couldn't tell anybody what you were working on - even your wife.

**What made you decide to retire?**

I retired in the secret project, the B2 Bomber in the developmental center is where I was working. It was at that point in time you couldn't visit with anybody at that time, so I thought well I might just go.

**Were you working at Boeing when the 1948 strike started?**

Yep. When we started striking, I

got a job at Fentron Steel out in Ballard. We made aluminum windows and metal windows for building in downtown Seattle.

**Were there a lot of women working in the shop at that time?**

No, there wasn't too many women in there. When I was working for the timekeeper, that's when the first women came in. And they brought these women up in a big group, the first. I'll never forget that particular night they brought them in on the night shift.

**Did you enjoy working for Boeing all those years?**

Most the areas I worked, I especially liked the boats.

I took to those Jetfoils and Hydrofoils.

**Did your wife work at Boeing for the rest of her career as well?**

My wife's shop was just going downhill in numbers of people. She worked quite a while on the flying boom that went on the tanker. And then that slowed down, so they got all the people together on a Friday in this conference room and said 'you have to go up to Everett Monday morning.'

Of course she said, 'no, I don't drive and I don't even know who I could ride with.' So that's when she decided she was getting close to quitting.

**What do you think about the Tanker Deal?**

Boeing should have that because of all this experience when I was there building the tankers. They built tankers with booms on them. They still have booms of some type on tankers. And I would say with all that past history with doing this that they should be number one. With all the experience that they've had it should still be there.

**If you were talking to a new employee today, what advice would you give them?**

To do the best they could, whatever job they got. I was a supervisor for a short time when I got back, and you appreciate it when you've got good help.

### Attention Retirees - Share Your History!

If you are willing to share your personal stories of Union membership, call 1-800-763-1301, ext. 3340, OR send an email with contact information to: rosannet@iam751.org OR Mail the form below to: Aero Mechanic, 9125 15<sup>th</sup> PLS, Seattle, WA 98108

NAME: \_\_\_\_\_

Year Retired: \_\_\_\_\_

Clock # or BEMSID: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

# FREE WANT ADS

**FOR MEMBERS ONLY**

## AUTO PARTS & ACCESSORIES

BEAUTIFUL PICKUP CANOPY, fits all compact pickups, tinted windows, front slider, overhead light, excellent condition, four years old, \$350. 425-432-1339

CAR TRAILER for sale, top condition, \$800. 206-767-2578

2008 CANOPY, Chev 1500, \$200. 206-767-2578

## BOATS

SPARROW YACHT SAILBOAT, 17ft, swing keel, two sets of sails, cabin sleeps 2, includes Honda 5hp motor, EZ loader trailer and much more, \$2995. 509-762-1282

## COTTAGE INDUSTRIES

SUMMER TUTOR AVAILABLE, WA State certified teacher available for summer tutoring. Current 7<sup>th</sup> grade math and science teacher looking for summer work - endorsements in K-8 education, math and science. Qualified to tutor all ages and subjects and willing to work around student and family schedules, M-F. Call 253-208-5999 for more information.

AFFORDABLE PROFESSIONAL PHOTOGRAPHY, Studio J Images is a local photography company offering professional wedding, anniversary, engagement, pregnancy, family, graduation, and specialty photography. All digital packages available or design your own package. Flexible, reliable, & eager to be a part of your special occasion. Ask about **SPECIAL FORMACHINISTS MEMBERS**. More info & slideshows at <http://studiojimages.net/> or call Beth at 402-730-8663

GOLD'S GYM, RENTON, 10728 NE Carr Rd. Take advantage of Special Boeing Employee Rate - simply present your Boeing badge for discount! Family Owned & Operated by Boeing Employee Michael Cavaiani, a strong Union brother! One time processing fee of \$49, single monthly membership dues of \$29, family add-ons \$20. Personal Training rates available at \$49 per session (reg \$60). 425-793-5457

"JUST A CALL AWAY" DAILY CHECK-IN CARE FOR SENIORS or loved ones living independently, 10% discount to Boeing employees, packages starting at \$19.99. 206-772-0747 or [Diana@justacallaway.net](mailto:Diana@justacallaway.net)

PHOTOGRAPHER. VERY affordable digital wedding photography. Save money. Also available for family portraits, senior pictures and special events. Call about Fall and Christmas events now. 206-240-9773

LAKE TAPPS BACKFLOW. For all your backflow testing and repair needs. \$5 discount for members. \$10 discount for seniors and veterans. Licensed, bonded, insured - a service disabled, veteran-owned small business. Call 253-217-7751 or e-mail [laketappsbackflow@comcast.net](mailto:laketappsbackflow@comcast.net)

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

TATTOO SPECIALS of the month, all Boeing employees and families 25% off, Underground Tattoos. 253-590-3892

THE COMPUTER GEEK LLC, reliable new computer builds & computer repair, great rates, done in timely manner. 425-374-4175

RETIRES FROM KSC shop 2-2165, 18-62 bldg, meet for breakfast monthly in Auburn, call [clintbonnie@hotmail.com](mailto:clintbonnie@hotmail.com) for more info.

## FURNITURE AND APPLIANCES

NEW FULL SIZE MATTRESS and box spring, still in plastic wrap, \$250 OBO. 253-922-2013

2 WINDOW AIR CONDITIONERS, removed because of new windows installed, working and good, \$25 each. 253-835-1832

### AD RULES

*Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number instead of addresses in ad copy. Members' "cottage industries" will be OK in ads, but no commercial ads. When using own paper for ads, include information required on regular ad blank.*

**Deadline For Next Issue July 19th**

TEENAGE/YOUNGER GIRLS' BEDROOM SET, locker room style, 5pc. Set, paid \$2000 new at Costco.com, selling for \$550, like new, bargain for high quality! 425-512-7198

### HOUSING

RETIRED MUST SELL A HOUSE in Renton, 4 bed, 2 3/4 bath, cedar deck, 20x30 plus patio, \$350,000 OBO. 425-271-5808

MANUFACTURED HOME in 55+ park, single wide, 2bd, unobstructed sound view, Redondo Beach area, \$19,500. 253-839-9169

HOME FOR SALE in sunny Desert Aire located on Priest Rapids Lake, 1994 Valley Quality manufactured home, 2bed/2bath, 1080 sq ft, 8x40 covered composite deck and 10x16 storage shed, \$99,950. 509-967-0428

NEW IN SHELTON, 2112 sq ft, 4bd/2ba rambler, RV parking, finished garage, breakfast bar, lg mud room, walk in closet, .6 ac. on cul-de-sac, 12x18 patio, low e windows, vinyl siding, \$215,000. 360-275-0974

LAKE ROOSEVELT AREA, log home, 2 story, 2 bedroom, 1 3/4 bath, basement, 2 wood stoves, tile floors, tile roof, deck, large garage, 5.3 acre, 3 bay carport, \$230,000. 509-935-4427

KONA HAWAII OCEANFRONT CONDO, enjoy spectacular views, 2bd/2ba condo w/ private lanai, pool, Jacuzzi, see [www.banyantreecondo.com](http://www.banyantreecondo.com) for more info, \$1025-\$1175/wk. Boeing discount pays taxes. 206-938-9214

2 DUPLEXES FOR SALE, 2003 and 2004, Shelton, WA, exc cond, 2bed/1bath each, 2 car garage in between, w/d, dish washer, sewer, bus line, hospital, \$210,000 each. Rent each unit \$750. 360-275-0974

HOOD CANAL BEACH CABIN Enjoy shorebirds, shellfish, sea life at 1-bdrm beach cabin; \$550/week, \$190 for 2 nights. See "Sisters Point Cabin" at [www.explorehoodcanal.com](http://www.explorehoodcanal.com)

WATERFRONT HOME, 2bed, close to Everett Boeing, large workshop, finished basement, 2 fireplaces, view from every room and quiet rural setting, avail. August 15, \$1750 per month. 425-776-6948

41 ACRES WITH 2 BR LOG HOME, 48'x48' pole barn, trees and meadow partially fenced for horses, possible vineyard, small pond, asking \$325,000 OBO. 509-594-0370

WATERFRONT APARTMENT for rent, one bedroom, furnished in 9 unit apartment bldg, 3 miles north of Edmonds on Talbot Rd, spectacular views of Puget Sound? Olympic Mts, beach access, NS/NP, \$500 deposit, \$950 per mo. 425-776-6948

### MISCELLANEOUS

OLD 1925 UPRIGHT PIANO in good condition, you move, \$250 OBO. 206-242-6713

LIMITED EDITION 8 LP BOX SET the Jimi Hendrix Experience sealed, 56 unreleased recordings, 40 page book with photos, pressed on 180 gm virgin vinyl, \$150. 253-203-4098

33 1/3 RECORD CABINET, 28Wx29Hx17D, tip-out drawer, \$25. 425-226-7252

8" TEDDY FRANKLIN MINT plates, \$5. 425-226-7252

BEARLY PEOPLE DRESSED BEARS, \$10. 425-226-7252

WHITE WALL SHELF, 6'Wx1'Dx6'H, adjustable shelves, \$25. 425-226-7252

MINIATURE DAVENPORT Thomas Pacconi, 17"Lx12"H, \$15. 425-226-7252

MEN'S 26" 10-SPEED BIKE, women's 26" 10-speed bike, both in good shape, \$30 each. 253-839-9266

JOHN DEERE PRECISION classics, #'s 4-6-10-13-21-25, have been displayed, have all boxes, all perfect, \$750 cash. 360-652-7962

HONDA GENERATOR EU1000i, very low hours, in excellent condition, oil changed every year regardless of usage, \$475. 253-370-3897

TAKING ORDERS FOR ORGANICALLY RAISED BEEF, meat will be ready in October, several halves still available, call for more information. 360-652-9157

FREE POOL TABLE in good condition, full size, you haul. 206-242-6393

JOHN DEER PRECISION CLASSICS, #'s 4, 6, 10, 13, 21, and 25, all have boxes, have been displayed, perfect condition, \$750 cash for all. 360-652-7962

BEAUTIFUL HOUSE PLANTS for sale, large blooming African violets, Christmas cactus, large and small prayer plants, orchids, cactus, purple heart, \$2 to \$50 each. 253-852-6809

4 - 26 IN HEAVY STEEL FEET plus 4 - 26 in steel extenders with holes to make different height for work bench, \$25. 253-852-6809

AIR COMPRESSOR, sturdy wood built bench 2 ft by 7" by 26", \$15. Freezer jars, qts and pts sizes on down with covers, 60 for \$25. 253-852-6809

4 WHITE TOILET FIXTURES saved for flower planters - one still usable, 2 with tank also, \$5 each. 253-852-6809

MARBLE PIECES glass shelves, all for \$35. 253-852-6809

10 METAL PIECES OF HORSE WAGON HARDWARE, for attaching to horse harness, collectibles, \$50 OBO. Metal flat cart with large wheels and handle, \$25. 2 steel moving dollies, large, \$10 each. 253-852-6809

ALBUMS: 13 READERS DIGEST ALBUMS, Beethoven and popular music, etc, \$1 each. Recorded movie tapes, \$1. 253-852-6809

EUREKA STYLE 7&G disposable dust bags for upright, 16 for \$12. 253-852-6809

COLLECTIBLE SHOE BOX, cardboard, holds nine pair, \$20. 253-852-6809

PICTURE OF THE BEATLES, 12x36, 1987, \$35. Oak frame, 12 x 26, \$20. 253-852-6809

25<sup>TH</sup> ANNUAL HALLOWEEN LAS VEGAS GETAWAY, Oct 28 to Nov 1, four nights Plaza Hotel, Alaska Air, \$355 double occupancy, join us. 253-630-3394

WEST COAST VINYL WINDOW, 5x4, white, with screen, good condition, \$75 OBO. 425-745-2682

### PROPERTY

MARYSVILLE TOWNHOME 3-bdrm, 2.5-bath. \$145K. Has pool, remodeled kitchen. Close to Quil-Ceda, 20 minutes to Boeing Everett. See MLS #82153 at [Windermere.com](http://Windermere.com)

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran's section, 2 or more \$1650 each, 6 available if you want a family section. 360-494-4118

1.75 ACRES ALL UTILITIES on property, on paved road, 235 feet wide x 300 feet deep, \$180,000. 425-277-8708

GREENWOOD MEMORIAL CEMETERY and funeral home, lot 503, block 39, space 4, section azalea, \$4,000 OBO. 206-767-3228

NE TACOMA/DASH POINT, 3bd/2.5ba, 2+1 tandem garage w/large work bench and lots of storage, 1/3 acre, paved side yard, \$390,000. 253-278-5939

### RECREATIONAL VEHICLES

1998 CHEVY 5-SPEED PICKUP & 31' ALEGRO MOTORHOME, both run great, Motorhome comes with towing package and pickup comes with canopy, \$10K for all, will consider selling Motorhome without tow package and truck. Call Robert at 253-846-1736

MINNIE WINNIW DL WINNEBAGO, 29' CC, 44K, must see, great shape, stored, \$20,000. 360-825-5478

2004 HARLEY ROAD KING CLASSIC, new tires, excellent condition, 11K miles, never dumped or damaged, \$12,000 OBO/ no trades. 425-830-0070

2006 TRAIL BAY 5<sup>th</sup> WHEEL, 28RL, only one owner, non-smoking, no pets, practically new, fully loaded, please contact to view, \$16,500. 360-542-4042

- |                    |                                     |  |                                |
|--------------------|-------------------------------------|--|--------------------------------|
| <b>Circle One:</b> | <b>ANIMALS</b>                      | <b>ELECTRONICS &amp; ENTERTAINMENT</b> | <b>PROPERTY</b>                |
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|                    | <b>TOOLS</b>                        | <b>RECREATIONAL VEHICLES</b>           | <b>SPORTING GOODS</b>          |
|                    | <b>HOUSING</b>                      | <b>MISCELLANEOUS</b>                   | <b>VEHICLES</b>                |
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The following information must be filled in for your ad to appear:

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Mail Coupon to **AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108** Deadline is July 19th!

1995 FLEETWOOD WILDERNESS 27ft trailer, slide out, awning, AC unit, microwave, queen-size bed, central air under floor, ref/freezer, \$6700. 360-456-3847

1995 AIR STREAM motorhome, 30 ft 454, sleeps 5, generator, new tires, batteries, refrigerator, mileage 38,298, cost \$20,000. 206-323-6829

CLASS "A" MOTORHOME, 34' 1998 1-slide, queen size bed, split bath, 2 ACs, tow package, only 33,000 miles, runs great, asking \$26,950. 425-335-4336

**SPORTING GOODS**

GIRLS SCHWINN CRUSIER SS 17" bicycle reproduction, no gears, perfect condition, papers, \$80. 425-353-0564

PARA BODY GYM SYSTEM weight machine, priced at \$750 can, call 425-277-8708

12 GA PUMP SHOTGUN, "new," never shot, Remington 870 Express, 3" magnum w/ hard case and cleaning kit, \$300. 425-239-4835

TWO SETS GOLF CLUBS, carts, gloves, and lots of golf balls, \$350 OBO. 253-941-3690

**TOOLS**

MACHINIST & TOOLMAKERS tools. 425-271-8179

**VEHICLES**

2007 HYOSUNG CRUISER (model GV2 250T), 1200 miles, it is in mint condition and looks beautiful, \$2700. 253-370-9714

1994 DODGE - GREEN TRUCK, model F150, with canopy, very good condition, good tires, \$2,000 cash. 253-927-5188

'89 HARLEY FXLR, black, 62K miles, mukuni carb, saddle bags, 16" sissy, HD owners/parts manual, t-bags, extra le pera seat, must go, \$8000. 425-238-1658

1979 SUBARU BRAT, gold with white factory canopy and jump seats, new interior upholstery and carpet, 70,000 miles, never off road, \$7000. 360-273-9719

# Celebrating with 2010 IAM Scholarship Winner Katie Truong

This year's IAM Scholarship was awarded to a very special student in Spokane. With an impressive 566 applications filed for this year's prestigious award, Katie Truong's submission stood out from the crowd. Only 19 winners were selected nationwide: three of which were IAM members and 16 of those children in member families. Katie, a senior at Joel E. Ferris High School in Spokane, was one of those winners.

Daughter of Hung (IAM member working at ASC Machine Tool) and Tina Truong, Katie has more than excelled in her scholastic achievements. Her involvement in the National Honor Society includes service as co-president,

membership in Academic State Champions for both Band and Track, and dedicated participation in track and cross country have proven Katie a great candidate for the award. On Academic Honor Roll from 2006 to 2010 and AP Scholar in 2009, Katie graduated with honors this year. And, looking at her long list of achievements, it is not surprising that she also served as valedictorian for her graduating class.

But the award doesn't solely go to students who exhibit a strong background of academic achievement. Community involvement and other activities are important as well. And, much like her impressive background in school, her community involvement is worth commending as well. Since 2008, Katie has served as a tutor for Adams Elementary School. She also served at aid stations for the Spokane Marathon and at the Ferris High School Blood Drive two years in a row from 2009 to 2010. And, for two months in 2010, Katie spent time as a volunteer at Sacred Heart Medical Center.



*IAM Member Hung Truong (l) and his wife Tina were beaming with pride when their daughter Katie received the IAM Scholarship.*



*Business Rep Steve Warren (r) presented Katie Truong the IAM Scholarship at the Senior Awards Ceremony at Joel E Ferris High School in Spokane. She was selected from children of members nationwide for her academic and community service excellence.*

With plans to enter into a career in the medical field, Katie will begin her studies at the University of Washington this fall. She plans to major in chemistry and says she is "hoping to get into medical research or pharmacy." Wise beyond her years, Katie also noted that she is giving herself time to discover which career path in medicine is right for her: "I will be more sure as I further my studies."

Katie has proven herself a natural leader and worthwhile recipient of this prestigious scholarship that is awarded to so few. She continues to prove herself capable of making a difference in the community, and it is for this reason that the IAM is proud to be a part of her continuing academic career.

**WIN A BRAND NEW TRITON BASS BOAT!**

**ALL ACTIVE & RETIRED AFL-CIO UNION MEMBERS ELIGIBLE TO WIN UNIONSPORTSMEN.ORG/TRITON**

THE UNION SPORTSMEN'S ALLIANCE AND TRITON BOATS WANT TO HELP YOU CAST AWAY YOUR SHORE BOUND BLUES IN A U.S. MADE TR-18 SE BASS BOAT WITH A UNION MADE MERCURY ENGINE WORTH OVER \$22,000! THE GRAND PRIZE WINNER WILL TAKE HOME THIS NEW BOAT AND SPEND A DAY FISHING WITH TRITON FOUNDER AND CEO EARL BENTZ.

EARL BENTZ  
CEO OF TRITON BOATS

Go to [www.UnionSportsmen.org/Triton](http://www.UnionSportsmen.org/Triton) to win a new bass boat!

**YES! I want to Enter the 2010 Triton Giveaway!**

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 Nashville, TN 37211

"The USA makes me even prouder to be a union member because the outdoors is something I love, and it's nice to see that my union agrees with me. I would like to thank the USA and Triton boats. This is fantastic!"

- Lonnie Tinder, IUPAT  
 2008 USA Triton Boat Winner

**President's Message**

Continued from page 2

thousands of dollars in health insurance costs out of workers' wallets.

In Wichita, however, a Spirit spokesman told the local newspaper that labor and management are "on the same team fighting for the same things." That's a plain English message that's hard to misunderstand.

With that kind of attitude - the idea that companies should take sides with their own workers, instead of picking fights with them - I've no doubt that Spirit will be a successful company and a reliable Boeing supplier during the decade ahead. My only question, given the way the gang in Chicago is running things, is whether the Boeing Co. will be a reliable customer for them.

In closing, I'd like to say I hope everyone enjoyed the three-day Independence Day weekend. Our members at Boeing have been working an incredible amount of weekend overtime, but thanks to the union contract, just about everyone got to spend their Fourth of July with family and friends. I hope it was a fun, relaxing - and safe - time for all of you.

# EASTERN WASHINGTON

## Monarch Machine - A Model Employer

Having an employer that truly appreciates its workforce is very important. That is the case at Monarch Machine in Tri-Cities. When its union contract recently came up for negotiations, there was no contentious debate or attempt to squeeze the workers to increase profits. Instead Business Rep Steve Warren and Staff Assistant Ken Howard compiled a list of issues employees had identified as important, put together a proposal and presented them to the owner.

After the owner reviewed the proposal and asked a few questions, he quickly agreed to the proposals to keep the workforce happy and productive. Members agreed it was a good deal and unanimously ratified the contract.

"He really takes care of the workers at contract time and throughout the year. When an employee recently retired, he presented the individual with a shotgun because he knew he was a hunter and it was a gift that would have special meaning," noted Staff Assistant Ken Howard.



Monarch Machine owners Doug Winters (l) and Dennis Shepard (r) presented Dan McVicker with a shotgun when he retired from the Company as a show of appreciation.

The new contract included 40 cents per hour raises for all employees in each year of the contract. The employer increased pension contributions by 15 cents each year, bringing the total hourly pension contribution to \$3.35 per hour by 2013. Recognizing the importance of maintaining good benefits for employees, Monarch not only agreed to continue paying 100 percent of the medical and dental premium, but also pay any increase in the contribution rate over the life of the agreement.

Time and time again Monarch Machine has demonstrated respect and concern for its employees. When work slowed down last year, the owner had employees perform repairs on some of his rental properties to keep them on the payroll.

It is no wonder that the 14 Machinists Union members enjoy working at Monarch Machine – and most stay for decades. A union shop with good pay and benefits and a great atmosphere is a hard combination to find and certainly one worth recognizing.



Staff Assistant Ken Howard (l) and Union Steward Steve Ely discuss contract proposals for the Lee and Eastes negotiations.

## Unanimous Approval of Lee & Eastes Contract

When members gathered to vote on a new contract at Lee & Eastes in Pasco, they all had the same idea - YES to ratify. On Monday, June 28, members there unanimously approved a new contract.

Negotiators were proud of the outcome and quick to note the contract included no takeaways – which is considered a real win during this current recession. Negotiators secured several improvements for the members. Through good negotiations and honest dialogue, the contract adjusted the health care plan so that members received 50 cents an hour raise in pay. They were also able to negotiate a pension recovery to ensure their pension remains strong in the future.

"This was an employer who valued its employees and made an effort to keep their doors open and members working. The owner worked with us to build a contract members would ratify while still keeping them successful," noted Staff Assistant Ken Howard.

Thanks to Union Steward Steve Ely who served as the shop floor representative at the bargaining table.



Staff Assistant Ken Howard (l) and Monarch Machine owner Doug Winters sign the contract that was unanimously ratified by members.



At the contract vote for ASC Machine Tools (L to R): John Trapp, Alvin Roath, Committee Members Jim Awbery and Gordy Cockrell, and Wayne Denman.

## 71 Percent Vote to Ratify at ASC

Members at ASC Machine Tools in Spokane ratified a new three-year contract with a 71 percent vote on June 25. The Union negotiating team recommended the agreement which contained gains in bonus pay, health & welfare, 401(K), paid personal time to be used in 1-hour increments, and an increase in the employer contribution toward prescription safety glasses. The contract also added 500 working hours equal 20 hours of vacation (this is in addition to the pro-rated table)

ASC, like many other companies, has been hit hard by the current recession and has laidoff many members. While it is still pretty slow going into the summer months, hopefully the layoffs have subsided. Despite the economic downturn, Union negotiators were proud to report the proposal contained no takeaways.

Special thanks to Union Stewards Jim Awbery, Jim Helm and Gordy Cockrell for stepping up and serving on the Union negotiating committee, along with Business Rep Steve Warren and Staff Assis-

tant Ken Howard.

"We were able to make small gains in several areas, and took bonuses instead of pay raises because of the economy. Many people were satisfied with the results," stated Steward Jim Awbery who served on the negotiating team. "Like anything, you have to look at the whole picture and the state of the economy before you vote."

The 66 members at ASC now have their wages and benefits spelled out for the next three years.



Member Chris Dang votes on the ASC contract on June 25.

## Members at Alcoa Ratify New 4-Year Agreement

District 751 members at Alcoa in Wenatchee along with union workers at 10 other sites nationwide have approved a four-year contract with the company.

In Wenatchee, 89 percent of the union workers voted to accept the deal, said Jim O'Brien, the president of Machinists Local Lodge 1123. Nationwide, the contract was ratified with a 68-percent yes vote.

"I feel pretty good about it," said O'Brien, who was part of the negotiating team for the Wenatchee Aluminum Trades Council, which represents work-

ers belonging to five different unions at Alcoa's Wenatchee Works, which is in the town of Malaga.

There are about 270 hourly workers at Alcoa who are covered by the contract with the Aluminum Trades Council.

The majority are members of the Steelworkers Union, but roughly 40 are Machinists Union members, and a handful more belong to the International Brotherhood of Electrical Workers, the Sheetmetal Workers Union or the Bricklayers Union.

Under the contract, pay for workers in all grades will increase by an average

of \$1.08 spread over four years, to a maximum of \$24.97 an hour in the fourth year of the agreement. Workers will also receive a ratification bonus of \$1,250.

That will help offset increases in the worker health-care costs, which will raise \$51.99 a month for workers with families and \$8.66 for single workers in 2011, and will continue to go up during the rest of the contract.

Alcoa also agreed to pay an additional \$2 a month per year of service under the formula used to calculate pension payments.



L to R: Officers Fred McNeil and Bailey Olin and a member from Alcoa in Wenatchee discuss the proposal before the vote.

Alcoa had come after its union workers with some pretty steep demands, said O'Brien, who spent 19 days in Cincinnati during the talks. The demands

included an initial proposal to create a two-tier wage and benefits system for new hires. The union's negotiators were able to pare that back, and Local 1123 members seemed pleased, he said.

"People were happy we didn't get the two-tier system and we kept our health care, even though we're paying more for it," O'Brien said.