DISTRICT 751

AERO MECHANIC

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RAD productivity gain

Innovative Auburn Ram Air Duct team boosts rate by more than 1000 percent

Teamwork and ingenuity has delivered dramatic results for a crew in Auburn.

By unleashing our members' creativity and letting ideas flow openly, this group has reduced its production time on the 737 Ram Air Duct (RAD) from 50 hours down to less than one hour of assembly time, plus three hours to cure the part in an oven they helped design.

That represents a productivity gain of 1,150 percent.

The transition took nearly a year to accomplish, but even more impressive is the fact that the innovations and new moving line were designed and implemented while the group continued doing its current work packages for the 737, 747, 767 and 777 with only minor delays.

The new 737 RAD "moving" line is under what the team calls "Flintstone power" since they are still manually moving their line along each stage of assembly. They are still making tweaks and refining the process with each duct

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David Lambrecht is part of the team that reduced production time on the 737 Ram Air Duct from 50 hours to less than one, plus three hours to cure the part.

Union wins more aid for laid-off workers

Boeing workers eligible for assistance thanks to IAM

Workers laid-off from the Boeing Co. have been granted additional federal assistance under the Trade Adjustment Act – or TAA -- as a result of action taken by the International Association of Machinists.

The U.S. Department of Labor announced June 12 the Machinists Union was successful in obtaining a new certification for TAA for IAM-represented laid-off Boeing Commercial Airplane Group workers in Puget Sound. The certification was in response to a petition District 751 filed in April and is effective for individuals who get laid-off between April 26, 2012, and June 12, 2015.

Washington's Employment Security Department will be mailing letters, along with predetermination applications, to members who are eligible for TAA benefits.

To receive benefits, eligible laid-off workers *must* attend an orientation session, bring their predetermination paperwork and complete the paperwork while at the orientation.

The sessions will be held in Tukwila, at the IAM/Boeing Joint Programs office at 6840 Fort Dent Way, and in Everett at the District 751 Union Hall, 8729 Airport Road (see schedule below).

Career Advisor Gina Fountain (l) discusses available training and employment options with Sandeep Sandu, who was recently laid-off from the 777 program.

TAA ORIENTATION SESSIONS

Tukwila sessions:

IAM/Boeing Joint Programs office, 6840 Fort Dent Way

- **July 16, 10 a.m. and 2 p.m.**
- **Aug 13, 10 a.m. and 2 p.m.**

Everett sessions:

District 751 Everett Hall, 8729 Airport Road

- **July 17, 10 a.m. and 2 p.m.**
- **Aug 14, 10 a.m. and 2 p.m.**

"The Machinists Union will not forget about our members who get laid-off," said District President Tom Wroblewski.

"We pledged to continue to help and intend to do that in every way possible," he said. "Our first priority is getting them back to work, but in the meantime, there must be an adequate safety net during the transition."

The Trade Adjustment declaration means that IAM-represented laid-off Boeing workers may be eligible for a

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Vacation fight at JBLM goes to arbitration

Ex employer refusing to pay for time Machinists accrued

District 751 is locked in a fight with the former employer of Machinists Union members at Joint Base Lewis-McChord over vacation benefits for roughly 350 current and former union workers.

The union is going to arbitration with URS Corp. over the matter. A hearing has been set for Aug. 7 with the Federal Mediation and Conciliation Service, which is the agency that rules on disputes with union contracts.

Joe Crockett

"We strongly feel the arbitrator will decide in favor of our members," said Business Rep Joe Crockett, who represents all District 751 members at JBLM. "Unfortunately, it is not a swift process."

The JBLM workers – who work on helicopters and do site maintenance -- voted to join the union in December 2011. And the top priority for the new union members going into their first contract was to convert the vacation accrual system back to a biweekly "dump" rather than paying it yearly on a person's anniversary date.

The union bargaining team won that change at the bargaining table, and it was included in the contract the JBLM Machinists ratified in July 2012. The change to biweekly dumps took place starting on January 1 as intended.

However, URS management refused to abide by the full scope of all the language, said Crockett.

Instead, the company said it would do "mini dumps" for each worker – adding the vacation hours they'd earned in 2012 to their accrued vacation totals as each worker reached the anniversary of their start date during 2013 rather than including it with the first biweekly dump in January.

That was bad enough, Crockett said. But even more appalling was what happened in March, when URS Corp. lost its contract at JBLM and was replaced by defense contractor Defense Support Services (commonly called DS2).

"Once the contract went to DS2, URS stopped giving vacation dumps altogether and are trying to pocket the money they have already received from the government for our members' vacation," he alleged.

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Last minute route changes ensure woman completes 300 mile wheelchair ride to benefit Guide Dogs

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Salute to Safety

PSD employees hit two safety milestones – one year without an injury and 2 million work hours without an injury

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Report From the President

There was a time for unions, and that time is now

By TOM WROBLEWSKI
District 751 President

How many times have you heard people say "unions were important once, but we don't need them today." Does it make you as frustrated as it does me? It's an uniformed statement, and it's really annoying to those of us who know better.

By that logic, we shouldn't need police officers and court systems. After all, we have laws against theft and assault, even murder – so those crimes don't happen anymore, right? And there are laws companies have to abide by, that govern how they treat their investors and their workers and the environment, and companies never break those laws, do they?

That's ridiculous, of course. Crime still happens, so we need police in the streets – and regulators in government – to stand up against the wrong-doers and fight to make things right.

That, in large part, is what unions do too.

But maybe we in the labor community aren't doing a good enough job of spelling out just exactly what kind of value we provide in society, to our members, our companies and our communities.

If that's the case, I invite you to take a good close look at this month's AeroMechanic, because it shows a really good cross-section of the kind of work our union does.

You may have noticed on Page 1 that we secured additional government assistance for the roughly 850 Machinists Union members at Boeing who are facing layoffs this year. That assistance will pay for the laid-off workers to retrain in careers outside aerospace, if that's what they want, and cover their basic living expenses while they do that. And it's being offered to laid-off Machinists because our union staff went to the federal government, argued for it and won.

And speaking of arguing, you may also have noticed on Page 1 that we're taking a company to an arbitration hearing in order to get it to comply with the terms of a contract its managers negotiated and signed. Without our union's efforts, those members at Joint Base Lewis-McChord would be cheated out of vacation benefits that we believe they've earned, and they'd have little recourse.

There are a couple of stories about the value Machinists Union members bring to their companies. Boeing workers in Auburn, Renton and Everett have achieved great things in recent months, and I encourage you to read about them and figure out whether you could do something similar in your shop to improve quality, productivity or safety.

And by the way, if you do that, you'll be rewarded with incentive pay through the Aerospace Machinists Performance Plan, thanks to the contract extension this union negotiated with Boeing in 2011.

There are pages and pages of stories and photos about the great value Machinists Union members bring to our communities. Thanks to the efforts of the Machinists Volunteer Program – the community service arm of our union – Pierce County children who've lost their homes will receive toys, hungry families across Puget Sound will receive food, homeless people in Everett got a hot meal, and a Seattle family adopting a special-needs child got a wheelchair ramp so they can bring the child home.

On top of all that, volunteers connected with District 751 – including the remarkable Tania Finlayson, who completed her 300-mile wheelchair ride in June – raised nearly $45,000 for Guide Dogs of America between two events last month. That's more than enough to provide one sight-impaired person with a guide dog, which will make an enormous difference in the lives of that person and his or her family.

There are also stories about how District 751 union volunteers are trying to make a difference in the lives of other working people. Last month, a number of stewards from Auburn and Renton spent a day on the picket line alongside Machinists Union members who work at Belshaw Adamatic Bakery Group in Auburn. Those Machinists have been out on strike for more than three months now, and they're standing strong. We all should admire the way they are doing the right thing for their families and their future, and I urge you all to show them your support.

At the same time, other District 751 volunteers were out helping workers at AIM Aerospace in Sumner start the process of forming their own union. The next few months will be rough for them. The same managers who couldn't be bothered to scrape together enough money to pay the AIM workers decent wages will open up the checkbooks for anti-union lawyers who will lie, threaten and intimidate them.

But with our help, they've got a chance to make a real improvement in their lives. We know that union workers are paid better than their non-union counterparts, and they're more likely to have basic benefits like health insurance and paid sick days. And we also know that the only way to stand up to corporate bullies is to have a strong union behind you, to demand company managers treat their workers with dignity and respect.

Finally, in the stories from Eastern Washington you'll read how labor and management are working together to find ways to both reward our union members for the hard work they do, while also ensuring that the companies they work for remain successful.

In each and every story, you can see how this union brings value to its members and the companies they work for and the communities they live in. It happens because we work collectively, as a union, each of us doing our part for the greater good.

So next time you hear some know-it-all talk about how "maybe there was a time when unions were good for America," you can tell them yes, this is true. And that time is today.

Administering the oath of office

Photo right: At the second shift Local A meeting on June 13, Local A President Wilson 'Fergie' Ferguson administers the oath of office to Local A Communicator Stephanie Lloyd-Agnew and Local A Audit Committee Adrian Camez.

At the Local A 6 p.m. meeting on June 6, Local A President Wilson 'Fergie' Ferguson administers the oath of office to Local A Educator Kenda McKinzey, Local A Audit Rachel Sarzynski, Conductor-Sentinel Wes Heard, and Local A Audit Phil Westberg.

Photo right: District President Tom Wroblewski (far right) administers the oath of office to Local C District Council Alternate Chuck Fromong, Local A District Council Alternate Brian Butler, Local A District Council Alternate Doug Falkenhagen, and Local A District Council Alternate Jason Chan.

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Political Action

Council recognizes MNPL drive leaders

The three top-performing stewards in the recent MNPL drive -- Paul Schubert, Nick Condon and Jared Moschkau -- pose with District 751 Legislative Director Larry Brown, Secretary-Treasurer Susan Palmer and President Tom Wroblewski at the June 25 District Council meeting, where the stewards were honored.

Drive generates additional $66,000 a year for union political action fund

The recently concluded MNPL drive generated an additional $66,660 a year for the Machinists Non-partisan Political League.

These voluntary contributions are vital to District 751's ability to influence the political process and help elect candidates who will support policies that benefit working families, said union Legislative Director Larry Brown.

"We don't give dues money to politicians," he said. "All the money we give to them comes from voluntary contributions to MNPL."

The union's District Council honored the top three stewards from the MNPL drive at its June 25 meeting.

Jared Moschkau, Paul Schubert and Nick Condon generated more donation dollars than any of the union's more than 600 other stewards. They also were the top three when it came to getting the most people to sign up to give to MNPL.

"I want to offer my personal thanks to each and every steward for their efforts in the 2013 MNPL drive," said District 751 President Tom Wroblewski. "I know it is always tough to ask the members. However, you rose to the occasion and got the job done."

Wroblewski also praised stewards Stephanie Lloyd-Agnew and Ed Williamson for "going above and beyond and earning an honorable mention."

Wroblewski thanked everyone who gives to MNPL.

"The return on investment for just a $1 contribution is effective when you combine it with $1 from other members," he said. "Thanks to your efforts, we have multiplied both our voice and our money through MNPL and will continue to make a difference on worker issues at both the state and national levels."

Local C will hold its annual Jimmy Darrah Memorial Fishing Derby to benefit MNPL July 28 in Westport. Entry forms are available at all Puget Sound union halls.

GOP trying to ban local paid sick day laws

GOP lawmakers around the country have embarked on a campaign to ban all bills requiring mandatory paid sick leave for all workers.

Gov. Rick Scott (R-Fla.) recently signed the so-called "preemption" bill, blocking a proposed sick-leave ballot initiative currently being considered in Orange County – and any future county, for that matter.

Florida now joins six other states – Arizona, Louisiana, Mississippi, Tennessee, Kansas and Wisconsin – that have sick leave "preemption" laws. Similar legislation is currently pending in Michigan, Indiana and Alabama.

Polls show most Americans support the idea of requiring all employers to provide their workers with paid time off when they're sick. Yet according to recent data from the Bureau of Labor Statistics, nearly 40 percent of private-sector U.S. workers receive no sick leave at all, many of them in lower-wage industries like restaurants and retail.

The United States is the only developed country that does not guarantee paid sick leave for its workers.

"These bills are really hurting workers, in addition to taking away local control to decide what's best for communities," said Vicki Shabo, of the National Partnership for Women and Families.

"This is what democracy does not look like," said Ellen Bravo, Director of Family Values at Work. "What do you do when you live in a democracy and people seem to want something you don't agree with, and you have a lot of money or power? You can limit who gets to vote, and this is the flipside of that: You limit what people can vote for."

In hopes of creating a national standard in support of paid sick leave, Sen. Tom Harkin (D-Iowa) and Rep. Rosa DeLauro (D-Conn.) have both introduced bills at the federal level that would require most private-sector employers to provide a worker with up to seven sick days over the course of a year.

AFL-CIO: Everyone deserves to retire with dignity

By JACKIE TORTORA
AFL-CIO

Here's a stat that might surprise you: Nearly half of our nation's 41 million seniors are economically vulnerable, meaning their income is less than two times the poverty threshold.

Benefit cuts to Social Security and Medicare would severely impact these seniors' ability to afford health care, food and other basic living necessities, according to a new Economic Policy Institute study.

The older you are, the more economically vulnerable you get. Women, Latinos and African Americans are less likely to have enough to get by in old age. EPI reports if Paul Ryan's Medicare proposal was passed, nearly 3.5 million more seniors would be economically insecure.

The "chained" CPI proposal for calculating Social Security cost-of-living adjustments (or COLAs) also would heighten economic troubles for seniors.

For example, a switch to the "chained" CPI would boost the share of 70- to 75-year-olds below two times the supplemental poverty threshold by 1.2 percentage points, resulting in 132,000 more economically vulnerable seniors.

If policymakers truly want a more accurate formula for Social Security COLAs, Sen. Mark Begich (D-Alaska) and Rep. Ted Deutch (D-Fla.) have introduced a proposal that includes the CPI-E (Elderly Index), a formula that better reflects what seniors spend money on, like health care and housing.

Instead of pulling the rug out from under our nation's seniors who have paid for these earned benefits throughout their working lives, it's time to improve Medicare and increase Social Security benefits.

The AFL-CIO Executive Council has called for building on the success of Social Security to address the retirement crisis.

"While Social Security is an obvious solution to the crisis," the council said, "its current benefit levels are too modest."

Social Security's income replacement rate is one of the lowest of all the industrialized countries, the council noted.

To compensate for the decline of traditional pensions and the loss of retirement savings, Social Security benefits "must be increased across the board," the council said. That would especially help low-income seniors.

In addition, Social Security COLAs need to take into account the higher health care costs faced by seniors. Finally, too many employers look for ways around making their contributions to Social Security through labeling their workers as independent contractors.

Los Angeles Times columnist Michael Hiltzik called for expanding Social Security benefits in a column last month.

"There's no trick to making Social Security more relevant to more Americans," he wrote. "Benefits should be increased, especially for those whose lifetime annual earnings have averaged $50,000 or so."

Hiltzik went on to write that "benefits for women who have spent most of their working-age lives as caregivers by raising a family or tending to aged parents should be augmented through a 'caregiver credit' that recognizes their contribution. You know all those politicians who go on the stump or on TV to praise family and motherhood? This is a chance to put their votes where their mouths are."

How to pay for that? Raise the payroll tax cap, or even better, scrap it. The most common objection to this solution to Social Security's fiscal issues is that it would raise taxes on the wealthiest Americans.

A National Academy of Social Insurance report from January showed that America's working families emphatically rejected benefit cuts to Social Security and supported policies that would close the future modest funding gap by scrapping the tax cap.

Working families are calling on Congress to protect Social Security, Medicare and Medicaid from benefit cuts (like raising the retirement age and the "chained" CPI), repeal the sequester and close tax loopholes for corporations and the wealthiest two percent.

IAM 751 pledges support for striking Auburn Machinists

District 751 President Tom Wroblewski pledged the support of more than 33,000 aerospace Machinists to 63 fellow unionists on strike against an Auburn company.

"We're here to support you, whatever way we can," said Wroblewski, as he donated a $1,000 check to the IAM Local 79 strike fund. "There are more than 30,000 members standing right behind you, and there are 10,000 retirees we'll mobilize if we have to."

Wroblewski led a delegation of District 751 officers and activists who joined Machinists on strike against Belshaw Adamatic on their picket lines for a day.

The Belshaw workers fabricate and assemble equipment for retail and commercial bakeries, and specialize in donut fryers and related equipment.

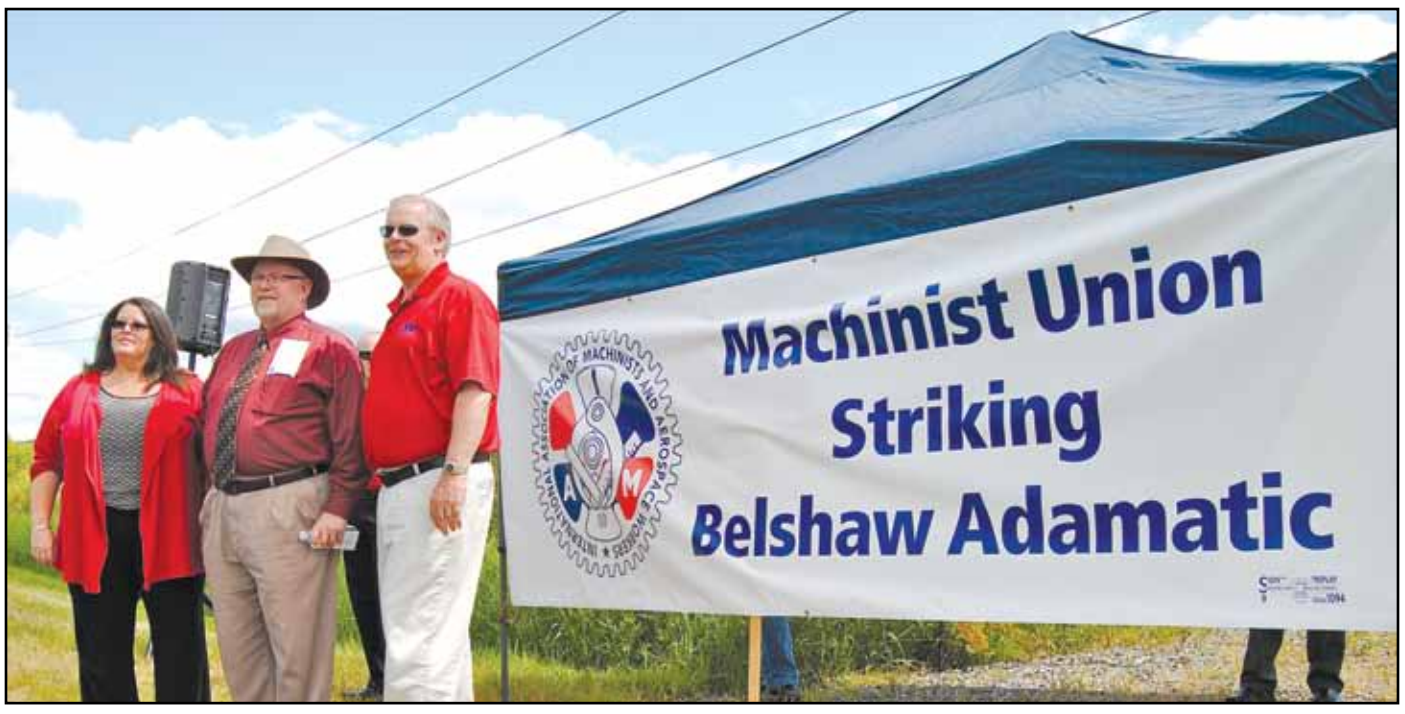
The Machinists — affiliated with IAM District 160 — have been on strike against the company since March 24. The rally on June 18 came on the 84th day of the strike, and attracted the support of a number of Seattle-area unions.

"I've seen Longshoremen," said District 160 President Dan Morgan. "I've seen Steelworkers. I've seen others. They're all here in support of the striking Machinists at Belshaw. We're here to support our brothers and sisters."

The strike began as a dispute over economic issues. The Machinists were angered by the way the company's management responded to a union plan to save the company money on health insurance. The union proposed adopting a health plan that would save Belshaw Adamatic more than $200,000 a year, with the idea that some of that savings would be passed on to workers as pay raises.

Management quickly accepted the union's proposed health plan, but instead of raises, offered a $1,500 one-time bonus, which amounted to less than a third of one year's savings from the insurance change, Morgan said.

"Their math is not right," he said. "Their honor is not right."



(Above) District 751 Secretary-Treasurer Susan Palmer, District President Tom Wroblewski and IAM District 160 President Dan Morgan pose for a photo prior to the picket-line rally at Belshaw Adamatic in Auburn.

(Left) District 751 Organizers Jesse Cote and Loren Guzzone and Steward Sara Baumgardner were among those who joined the striking Machinists from Local 79.

(Below) Entire families are impacted by the strike. Mario Urbano and his wife Donna are joined by daughter Angie Bautista, son-in-law Lito Bautista, and their children Liana, Lisa, and Lilah. Mario and Lito both work at Belshaw currently. Angie used to work there, as well as Mario's other two sons.

The company also refused to include in the contract a union proposal to form a joint labor-management committee to explore ways that work could be done more cheaply in-house, rather than having it outsourced, Morgan said.

All that triggered the strike, but after it began, the focus changed, as management at Belshaw brought in scabs to replace the strikers and demanded the right to be able to keep the scabs on permanently as part of any deal to settle the strike.

Only 12 of the striking Machinists would have had jobs, under a second contract management proposed on May 10, said David Schonians, one of the Belshaw strikers. The Machinists unanimously rejected the proposal, and the strike continued.

"Roger Faw, the CEO, is trying to break the union," Schonians said. "He's not going to succeed."

Wroblewski told the Belshaw strikers he was proud of the way they had held together and taken such a principled stand.

"You guys are doing the right thing," he said. "You're standing up for your middle-class livelihoods. You're standing up for your future. You're standing up for your children."

Help Belshaw strikers

Tell Belshaw management you want them to negotiate a fair contract: www.goiam.org/camptrack/help-striking-iam-members-at-belshaw-adamatic-bakery

Sumner aerospace workers to vote on joining union

Workers who make a variety of composite aerospace parts for Boeing and other aerospace companies will vote on joining District 751.

The union's Unionizing Department has filed paperwork with the National Labor Relations Board on behalf of about 275 workers at AIM Aerospace in Sumner.

The board has set a July 2 hearing to schedule a date for the election. District 751 unionizing staff say they expect AIM's anti-worker lawyers will raise a long list of objections in an effort to drag out the process as long as possible, in the hopes that it will discourage workers from exercising their federal right to form a union.

Workers at AIM contacted the union earlier this year, said Unionizing Department staffer Loren Guzzone. Volunteers from District 751 began contacting the workers, and found widespread support for forming a union at the company.

District 751 unionizing volunteers rally outside the AIM Aerospace plant in Sumner.

It quickly became obvious why the workers wanted union representation, he said.

AIM Aerospace provides a range of composite parts for Boeing and other aerospace companies.

AIM management boasts of their company's "high-quality products and service," and says its workers have "pride in the quality and workmanship of our product."

"We expect all AIM employees to uphold and add value to our reputation," the company's website says. "AIM will, in return, make every effort to earn and maintain loyalty and dedication of its employees."

But people who actually work at the company say the reality is far different from the rosy picture AIM presents to the world.

"These are people making vital parts for multi-million-dollar airplanes and they take home less than the average coffee shop barista," Guzzone said.

"AIM boasts that it's a 'people-oriented, profit-motivated company,'" he said. "I see lots of evidence of it being profit motivated, but when it comes to its people, not so much."

"If you know anybody who works at AIM, talk with them," Guzzone said. "They need to hear the truth: union contracts help bring better pay and benefits."

At PSD safety is a way of life every day

We hear a lot of talk about changing the safety culture, but our members working in the Propulsion Systems Division (PSD) at Boeing have made it a reality. Safety first is more than just a slogan, but a way of life for these talented mechanics who are responsible for building up the engines and struts on every model of Boeing commercial jets.

In May, PSD employees celebrated two impressive safety milestones – one year without a lost work day case and 2 million hours of work without an injury.

In recognition of these milestones, our members at PSD in Everett and Renton attended barbecue lunches and were presented polo shirts commemorating their safety achievements. Leaders from the Commercial Airplanes Manufacturing and Safety organization, IAM District 751 and IAM/Boeing Joint Programs took part in the events.

This type of safety record doesn't happen by accident, but with a concerted effort by everyone in PSD.

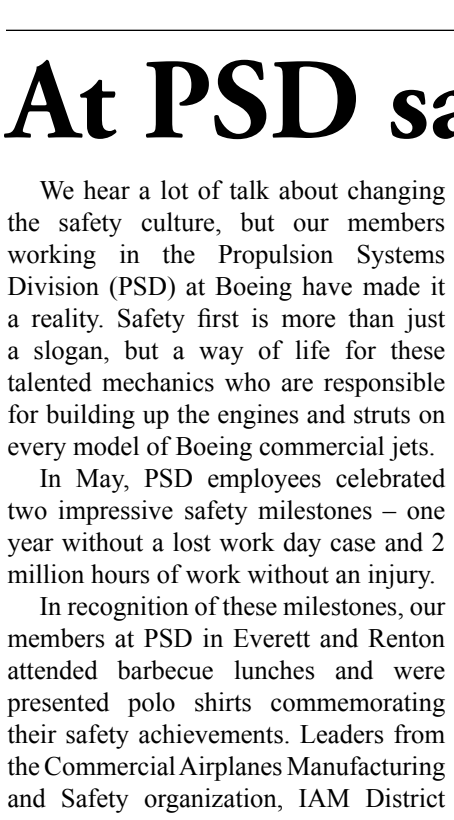
"Everyone watches out for everyone else," said Union Steward Helge Ronhovde, who works at the Renton PSD. "We aren't afraid to speak up if we see something. If someone isn't wearing safety glasses, we ask them to put them on. The goal is for everyone to go home from work in the same condition as when they arrived. That should be a goal for everyone at Boeing."

"It is great to be here celebrating a safety achievement and culture you created on this team. It has yielded incredible results," said Nicole Piasecki, vice president and general manager of PSD. "In the last year, this group has worked 2 million hours and each worker has gone home safely – that is an outstanding achievement for the team, the company and for this industry. We acknowledge you today, and the barbecue is just a little way of saying thank you."

The accomplishment for PSD extends beyond our members in the organization. About 75 percent of the propulsion team works in office environments.

The accomplishments and culture change are the result of a commitment PSD has made for more than a decade. The Renton PSD team was recognized last fall for going more than eight years without an injury. Making the streak even more impressive is the fact they doubled their production rate and moved from their previous location on Boeing Field during that time.

"Our members at PSD are committed to doing the right thing, and doing it safely," said District 751 President Tom Wroblewski. "That many hours without any lost time is a noteworthy achievement. It is not a coincidence, but a commitment from everyone to make it happen. PSD has shown it can be done with teamwork and a goal to change the culture. I hope more areas will make a similar commitment."



Doug McClure works on an engine.

Employees at PSD in Everett (left) and Renton (below) were treated to a barbecue lunch to acknowledge one year without an injury and two million work hours without an injury.

"We have succeeded with safety by being aware of our surroundings, having the courage to intervene and the determination to do something about it," said Monico Bretana, Union Steward at Everett PSD. "I hope other crews will do the same and show you can put safety first while still delivering a quality product on time. It just takes an effort from everyone."

Quentin Sisco, director of Manufacturing and Quality echoed that sentiment. He stated, "Workplace safety is not the result of one person's efforts. It works because everyone is engaged in looking out for each other. The people on this team care for their co-workers, and they deserve this recognition."

Above: Javier Flores (l) and Shiree Springfield work on an engine in Renton.

Left: Kent Washburn (l) and Helge Ronhovde finalize the 737 engine build up.

LOU 28 empowers members to make improvements

"Continuous Productivity Improvement." It's words on page 158 in Letter of Understanding #28 in the IAM/Boeing contract. However, a small group of union members hope to make it more meaningful on the shop floor in Renton.

With training provided by IAM Boeing Joint Programs, seven Renton members will serve as facilitators/trainers for LOU 28 so members can better see the connection between broad business issues and their daily work.

Keep in mind the goal of LOU 28 is to give members a voice and an avenue to apply their skills and knowledge to make changes in their shop that will make it more productive, increase quality and create a safer work environment. The results of any improvements from LOU 28 not only benefit Boeing, but can bring money to our members as well with the Aerospace Machinists Performance Plan (AMPP), which measures improvements in the same three metrics.

Making the company more profitable also helps enhance job security for our members in this ever competitive global economy.

District 751 President Tom Wroblewski addressed the facilitators during their training.

"The Union is excited about the work you are doing on LOU 28. We need every member paying attention to the metrics in their shop and asking themselves, 'if I owned the business, would I do things differently?'" said Wroblewski. "Managers may rotate in and out of your shop, but if you are armed with the knowledge of what it takes to run the business, you take ownership."

These hourly facilitators/trainers will educate our members on all aspects of the business and how they can not only suggest, but get changes implemented. The facilitators bring an hourly, hands-on perspective and enthusiasm that is contagious. The same program is also being introduced in Everett. This is not just a "flavor of the month" program from Boeing that could disappear tomorrow. It is called out in contract language for all hourly employees.

"This training really enlightened me and expanded my knowledge of the business and our build process," said Victoria Gaul, one of the facilitators. "I'm excited to be a trainer. After delivering the first module, I watched people who previously brought 'attitude' get actively engaged with the process. It was amazing to see that change."

"The training we deliver gives members clarity and had them asking for more information. It was a good experience to see members get engaged in the process," said Tom Duval-Wilkinson.

"It is helpful to educate members on why we need to improve," added Aaron Friend.

Facilitators/trainers have currently introduced the training to 26 groups with more being scheduled each day. When the sessions are introduced in your area, actively participate and take ownership so we can make Boeing a better place to work, and increase everyone's job security.

IAM-Boeing Joint Programs Coordinator Paul Burton leads "train the trainer" classes for Renton facilitators who will deliver LOU 28 training to crews in Renton.

In the train the trainer sessions, facilitators practice their pitch to present to crews on LOU 28. Left: Victoria Gaul does a group presentation.

Community Service

Chafed chin, narrow bridges can't stop Team Tania

After traveling 300 miles on highways, byways and bike trails, Tania Finlayson wasn't about to let something like a blistered chin stop her from completing her "Oregon Dash for Puppy Cash."

Finlayson — confined to a wheelchair her entire life with cerebral palsy — uses her chin to control her electric-motor wheelchair, and when the pain from her rubbed-raw chin got too bad, she drove the last 25 miles with her cheek.

"I'm impressed, but not the least surprised," said Tom Wroblewski, president of District 751. "Tania's determination has been the most important factor throughout all of this effort."

Finlayson arrived in Gladstone, Ore., shortly after 4 p.m. June 12, after completing a 300-mile journey that started June 8 at the annual Flight for Sight fun run in Everett.

She was greeted at the IAM District W-24 Union Hall in Gladstone by Wroblewski, officers and staff from IAM Districts 751 and W-24, and by a handful of guide dog puppies in training and their handlers from Guide Dogs of America. Finlayson's marathon ride was a fundraiser for the California-based charity, which provides guide dogs and training in how to work with them, free of charge, to people who are blind or have impaired vision from across North America.

It was a grueling journey for Tania, said her husband, Ken, who works as an information technology tech for District 751 and who accompanied her on the trip on his bicycle.

"She was really in a lot of pain there toward the end," he said. "Her chin, her lips, her neck. But she didn't let it slow her down at all."

The Finlaysons originally had planned to travel from Seattle to Spokane, but decided to make Oregon their destination at the last minute after the Washington Department of Transportation said it wouldn't allow Tania to travel along Interstate 90 in her wheelchair. Rather than give up, Tania re-routed, and went south instead.

"My Dad said, if you cannot change the direction of the wind, adjust your sails," she explained, speaking through a computer that she controls by typing Morse code with her head.

Her journey started with the 10K run at the Flight for Sight. After that, she and Ken traveled on bicycle trails from Everett to Redmond on Saturday, then retraced their route on Sunday to come back through Bothell into north Seattle on the Burke-Gilman Trail. After making their way through Seattle traffic on Sunday, they ended Day Two in Auburn.

(Above)"Team Tania" -- Tania Finlayson and her support crew -- pose with District 751 President Tom Wroblewski and Secretary-Treasurer Susan Palmer at the IAM District W-24 Union Hall ouside Portland, after Tania had completed her 300-mile wheelchair ride. (Left) The IAM 751 support van sported a banner reflecting the last-minute change of destination for Tania's trek.

After that, they followed the route of the annual Seattle-to-Portland Bicycle Classic through Southwest Washington. They ended Day Three in Centralia, then pushed on the next day to St. Helens, Ore., after crossing the Lewis and Clark Bridge over the Columbia River.

Day Five's journey was all in Oregon.

The river crossing — on a narrow bridge with heavy truck traffic — was one of the worst parts of the trip, said Ken Finlayson.

"The bridge was an experience that I don't think anyone who was involved in will ever forget," he said. "I've never been so stressed out in my life."

In contrast, one of the best parts was the reaction from people they met along the way, many of whom had heard about Tania's trek from media reports and came out to cheer her on as she and her support team rolled through their towns.

"We even had people reach into their pockets and pull out $20 bills for Tania," said Ed Lutgen, a District 751 staff officer who was part of "Team Tania," the support group that followed her on the ride.

Tania's goal was to raise $42,000, which is what it costs Guide Dogs of America to breed, raise, train and pair one service dog with one person. It appears she has fallen short of that goal.

Still, as of June 25 she had raised nearly $31,000, which would make her "Oregon Dash" one of District 751′s biggest-ever fundraisers for Guide Dogs of America.

"I'm OK with it," Ken Finlayson said. "But Tania says she's not going to stop fundraising til she gets the whole $42,000."

Join Team Tania

To support Tania Finlayson and her "Oregon Dash for Puppy Cash," go online at http://DashForCash.kintera.org or www.IAM751.org/Dash4Cash

(Left) After completing the 10K portion of the Flight for Sight fun run in Everett, Tania and Ken Finlayson embark on their 300-mile Oregon Dash for Puppy Cash. (Right) Tania Finlayson crosses the St. Johns Bridge in Portland on the final leg of the Oregon Dash.

Community Service

ECF honored for helping low-income kids get clothes

The National Assistance League has given the Employees Community Fund of Boeing-Puget Sound its annual Operation School Bell Award.

The award recognized ECF's support of the Assistance League of Everett and its efforts to provide school clothes to low-income children in Snohomish County.

Rod Sigvartson, the president of ECF's board of trustees, accepted the award. Sigvartson is a District 751 Work Transfer Rep in Everett. The union is a strong supporter of the fund.

Operation School Bell is the Assistance League's national program to provide low-income children with clothes for school. Children who are identified as candidates for the program receive three new outfits, a winter jacket, hat, gloves, hygiene kits, a one-week supply of underwear and socks and, in some cases, a voucher for new shoes.

There is a separate program that similarly provides new clothes for high school-aged students.

Last year, more than 3,000 children from 14 Snohomish County school districts received new clothes through the program.

Employees Community Fund President Rod Sigvartson (right) and trustees Alan Rice and Julia Passmore accept an Operation School Bell Award from the National Assistance League.

Since 2000, ECF has provided more than $61,000 in direct cash grants to the Assistance League of Everett, including a $5,950 grant earlier this year that paid for an electronic inventory system to help the group manage its clothes distribution.

"Operation School Bell is a great program that makes a real difference for children and teens in Snohomish County," said Sigvartson. "When we as Machinists give to the Employee Community Fund, we're helping organizations and programs like this in our own hometowns."

ECF was founded in 1951 as the Boeing Good Neighbor Fund with the support of the Machinists Union. Since then, Boeing employees have given more than $500 million in grants to community service agencies around Puget Sound, including food banks, job-training programs, children's service and local United Ways.

All the money in the fund comes from employee donations. The fund is overseen by an eight-member board, which includes four representatives who are Machinists Union members. The Boeing Co. does not contribute directly to the fund, but pays for a small support staff to help administer it.

Information on how you can donate to the fund is available on Boeing's TotalAccess.

IAM 751 volunteers help to build better communities

Members of District 751's Machinists Volunteer Program continued to do their part to make our communities better in June.

On June 2 (left), volunteers were at Cheney Stadium to help collect donations of cash and food from baseball fans at the annual Northwest Harvest Night with the Tacoma Rainiers.

On June 22 (right), more volunteers came out to build a wheelchair ramp for a Seattle household, to help them welcome home a special needs child they are adopting.

For more information on MVP events, call (206) 764-0335.

Thanks to some of our Oregon Dash Corporate sponsors ...

MVPs help Toy Rescue Mission

MVPs from District 751 are helping the Toy Rescue Mission in Tacoma, which takes donations of used toys and refurbishes them to give as gifts to children in low-income families or to those who have experienced a family crisis. (Above) MVPs Rob Curran, George Braun and Tom Lindberg pose with toys they've worked on. (Right) Curran works on a toy at the Toy Rescue Mission's workshop in Tacoma.

RAD productivity gains in Auburn

Continued from Page 1

they build -- utilizing input from everyone. This will translate into further improvements in productivity, quality and safety.

Open communication and brainstorming are keys to this phenomenal success, the members said.

Every member's ideas are incorporated into the design in what they call a "shop-style EI" team. This shop's Employee Involvement team began with a less -structured approach than Boeing's traditional EI process, which adds job titles and specifies a certain documentation system that can stifle participation or inhibit the flow of ideas.

It evolved into a more-traditional EI team once the group overcame the initial challenge of first shift versus second shift. It is a tight knit group where everyone participates, every opinion counts and no idea is "stupid," the Machinists said.

"One of the best things about our moving line is the creativity of the team," said David Lambrecht. "It really made us work together and get more creative as we did it. When a moving line is introduced into the workforce, it inherently produces teamwork, which is the future of our business. A good team can make the difference."

Besides the phenomenal time savings, quality has dramatically improved as well – with virtually no rejections.

"With very little time or resources, these members have done amazing things, which speaks volumes to their skills and expertise," said District 751 President Tom Wroblewski.

"The fact that they continued to complete their current workload while implementing these changes is a credit to their ability," he said. "Their ideas increase productivity, quality and safety – the three metrics that comprise the Aerospace Machinists Performance Plan and will translate into rewards for our members in the next payout.

"I hope others will be inspired to bring ideas forward to improve their own work processes," Wroblewski added. "Our members have so much talent. We should tap into that knowledge so it benefits us all."

Brian Bettes installs a kit on the duct. The "Dog Bone" is one the team's innovations that prevents the louvers from opening or closing while being torqued.

Because the 737 has the highest production rates and the 737MAX will be coming online soon, the group focused on changing the 737 build process. They created a moving line with as much automation, ergonomics and precision as possible. Once perfected, they will expand the moving line to the work they do on other airplane models.

To start, they moved all the work benches to the perimeter, which forced the group to work as a team. In other shops, individuals get a work package and take it to their bench, which isolates them.

The Auburn team's approach spurs camaraderie, conversation and a lot of "hey try this" or "let's do that," group members said, and because it is a small group, it is easier to bounce ideas off each other and get everyone to participate.

The crew credits management with "giving us the support we needed to think outside the box without restricting any ideas," as one team member put it. This "try it and see if it works" attitude made a real difference and allowed this team to experiment, adapt and make continual changes with input from everyone.

This crew developed various tools and prototypes with help from the Moonshine Shop, which turned ideas into working parts. Things were tried, then modified, scrapped or redesigned based on the results.

Some of the new tools and changes included:

• An oven built by the Moonshine Shop, which cures the parts in three hours; previously it took 3,000 minutes – 50 hours – to cure.

• An "ergo louver picker-upper" tool that began with one suction cup and evolved to three suction cups, so all three louvers can be picked up and installed at once. Handles were added to each side making it easier to use with just one hand and more ergonomic.

• The "Dog Bone," a plastic stabilizer devised to prevent the louvers from opening or closing while being torqued, which also prevents injury to mechanics' wrists and fingers.

By going to a preassembly and kitting setup, there is better consistency and accountability of details and standards. The kits are placed on a gravity fed line, and the process continues to evolve.

"It is like a wedding, everything changes right up to the moment you say 'I do,'" said Ricky Green, who is the team leader. "When we face a challenge, we come up with ideas to overcome those challenges just like the Boeing attributes says, we 'Find a Way and "Chart the Course.'"

"I'm amazed with what these members in our union have developed to reduce time and cost for the company in an effort to support the increased production rates of the 737 MAX," said Auburn Business Rep Brett Coty.

"The company used to recognize these efforts through the old suggestion system but now most members don't receive anymore than a 'thank you' and sometimes not even that," he continued. "We have the best membership in the aerospace industry and our potential is limitless -- provided we have the support from the company."

Other groups are beginning to hear about the Auburn group's innovations. The 767 tanker program has contacted them and wants engineering to incorporate their new moving line process into the ducts for that program. Also 777X planners are considering this kind of moving line.

Union Steward Jared Moschkau said he's impressed with the team.

"It is unheard of to have engineering coming to our members and seeking their advice," he said. "It is nice to see the recognition of our members' skills and expertise. It inspires our members to bring more ideas forward."

"It is cool to develop a concept and work it through. You start with an idea and see what you don't like and make changes," said Justin Smith, one of our members on the team. "If we say that was close, but not what we need, we make adjustments. We build a prototype, then perfect it with input from everyone."

The crew members said the secret is really just trying little things that make every step of the job easier, eliminate confusion and continually invite suggestions. This team will continue to perfect the moving line and then apply it to other work packages. The goal is not just improve productivity, quality and safety, but to attract additional work into the shop.

Vacation fight at JBLM goes to arbitration

Continued from Page 1

A decision might still be months away. Once the hearing is held Aug. 7, both sides have 30 days to submit additional evidence to the arbitrator, who then has additional time to review the evidence and write a decision.

However long it takes, URS needs to pay the workers for the vacation time they accrued as URS employees, Crockett said. "We're doing everything possible to ensure they receive the vacation accrual called out in the collective bargaining agreement."

District 751 successfully negotiated a bridge agreement with DS2 that preserved many of the contract rights established under the first contract with URS, and also made improvements in pension benefits.

The transition from URS to DS2 resulted in a significant shake-up for the Machinists at the base, because the new contractor only retained about two-thirds of the pervious company's workers.

Part of the bridge agreement negotiated by the union was a provision ensuring that every former URS worker who wasn't initially hired by DS2 was put on a preferential hiring list, giving them a right of first refusal, based on seniority, when jobs open up that fit their skill sets.

District 751 negotiators (on right side of table) meet with representatives of DS2 to hammer out a bridge agreement for workers at Joint Base Lewis-McChord.

"This has been almost a daily battle to ensure the correct person is offered a position when an opening occurs," Crockett said. "Without union representation, they could hire anyone and the workers would have no recourse."

This is one of the benefits of union membership for employees of defense contractors, he said.

"With civilian jobs at military bases, your employer often changes when the contract comes up for bid," Crockett said. "With language in your union collective bargaining agreement, there is a process for layoffs, recalls and seniority."

District 751 represents more than 700 defense workers employed by civilian contractors at Whidbey Island Naval Air Station, Fairchild Air Force Base and JBLM.

Union wins more aid for laid-off workers

Continued from Page 1

range of federal benefits, which can include:

• Training for an in-demand industry;

• An additional one to two years of payments similar to unemployment insurance if a laid-off worker needs it to finish training or find employment;

• A 72.5 percent tax credit on healthcare insurance premiums;

• Job search assistance, including help to cover travel expenses to a scheduled job interview and up to $1,250 in job search allowances.

• Support to help relocate to a new job; and,

• A partial wage subsidy for workers older than 50 who are re-employed in a lesser-paying job.

Again, the first step in accessing TAA benefits is to attend one of the orientation sessions. For details on Trade Act, visit the Department of Labor online at www.doleta.gov/tradeact.

IAM-Boeing Joint Programs Career Advisors also provide a wealth of information in determining appropriate training programs and available benefits. Contact an advisor at 1-800-235-3453.

"We hope word gets out and those affected will take advantage of these tremendous benefits," Wroblewski said.

Retirement News

"Reclaiming the American Dream" encourages action

Mark McDermott presented an interactive workshop on reclaiming the American dream. You can download his PowerPoint at www.iam751.org/Americandream.ppt Below: Volunteers illustrate how all income groups had shared prosperity from 1947-1979

On June 17, approximately 50 retirees and their guests attended a workshop to explore how Americans can help reclaim the American Dream.

Mark M. McDermott, who has a long history in the labor movement, told a very powerful and moving story about his family that tracked the history of the labor movement. Mark believes a strong union movement has changed the world, and we can do it again. Now is the time, we must fight for our future.

He explained how we experienced shared prosperity in this country from 1947-1979 with all income groups moving up by nearly the same percentage. Then Corporate America began stealing our shared prosperity from 1979 to the present. Since that time the poorest 20 percent of families' average income dropped while the richest 5 percent grew by 75 percent. Lower middle class, middle class and upper middle class saw very slow growth. A closer look shows the super rich are gaining exponentially. The richest 11,000 families' average income rose 386 percent during that time.

He gave examples from our history when people like us have changed the world with New Deal legislation, civil rights, and the labor movement.

He pointed out Corporate America's class war agenda includes: crushing organized labor; promoting free trade and exporting manufacturing jobs; deregulating financial industries and corporations; reducing taxes on corporations and the wealthy and cutting social programs for poor, unemployed and needy.

The American Dream is being stolen; Record profits with big bank bailouts, a record number of foreclosures, record income and wealth inequality, tax breaks for corporations and the rich, insecure retirements and shrinking opportunities for our families

So how will we gain the economic and political power and change this trend? We support unions when they are under attack and when they are organizing new members. Let's change the rules to restore fairness at work and the right to organize unions so we can get our fair share.

As a community, we organize economically and politically to ensure our elected leaders will change the laws in our interest. We can do this just as our ancestors did before us.

Get others to take action today. We can start by saying let's "Scrap the Cap" on Social Security. Also say NO to lowering Social Security Benefits by changing the Cost of Living Adjustment to "The Chained Consumer Price Index."

He encouraged everyone to share their stories and share his PowerPoint. Knowledge brings power and stimulates action to bring about change.

Retired Club June business meeting minutes

by RUTH RENDER,
Retired Club Secretary

The meeting was called to order by President T.J. Seibert on June 10.

Roll Call of Officers: All officers were present.

Minutes: It was **M/S/P** to accept the April meeting minutes as written with one correction, the date of the Retiree Picnic should be August 12.

Financial Report: The May expense report was read by Treasurer Betty Ness.

Communications: Ruth Render read the list of those signed up for Making the American Dream Real workshop.

Health & Welfare: A moment of silence was observed for the following deceased members: Larry Horst, Willie Robbins and George Smith. Sympathy cards were sent to the next of kin. A get well card was sent to Ann Rose.

Legislative Report: Carl Schwartz reported letters have been sent to Washington's Congressional representatives urging them to sign on to H.R. 1102. This bill would permit Medicare to negotiate lower drug prices. We have not received any replies but will be following up with phone calls.

We are supporting President Obama's efforts to fill the vacancies on the National Labor Relations Board.

The Washington Alliance for Retired American's state convention will be August 12. Carl made a motion that the Retiree Club send six official delegates for a total cost of $120. **M/S/P** Carl noted that others are also welcome to attend.

He then made a motion that the Retiree Club send two official delegates to the ARA national convention in Las Vegas November 19-21. **M/S/P.**

Carl added the club would ask the District to sponsor four additional delegates for the convention.

Carl welcomed Mike Warren of Washington Alliance for Retired Americans. Mike reported the ARA is sponsoring a "chain" around the offices of representatives who support lowering the cost of living for Social Security recipients. The event will take place at the state capitol in Olympia on Tuesday, July 2 from 11 a.m. to 2 p.m. The ARA is also working to put together a birthday party for Medicare near the end of July.

Carl reported on a recent organizing drive for the employees of Precision Cast Parts in Oregon. Unfortunately, the threatening tactics by management intimidated enough workers so the election was narrowly lost. Carl added the real reason companies don't want their employees to unionize is because they can no longer fire at will. When employees are unionized, a company must show just cause for termination, and then a grievance process is in place to challenge an unjust termination.

Tom Lux reminded everyone of the "Making the American Dream Real for Everyone" workshop on June 17.

Birthdays & Anniversaries: John Guevarra and Tom Lux had June birthdays while Jim and Betty Hutchins celebrated their June anniversary.

Good and Welfare:

Tom Lux announced the AFL-CIO provided organizing training at the District 751 union hall June 7 – 9. About 55 people from across the nation attended including 20 District 751 members. Tom encouraged people to speak to 751 Organizer Jesse Cote if they are interested in information about organizing.

Tom also spoke about a forum put on by the Puget Sound Advocates for Retiree Action (PSARA). There will be a panel discussion titled "Jobs & the Environment NOT Jobs vs. the Environment" on July 16 from 5:30 to 7:30 p.m. at the Central Area Senior Center, 500 30th Ave. S. For info call the PSARA office 206-448-9646.

Tom talked about Will Parry who passed away recently. He was a warrior for working people for more than seven decades into his 90s. A celebration of his life will take place June 29 at 2 p.m. at the Seattle Labor Temple.

Tom Lux (l) had a June birthday while Betty and Jim Hutchins celebrated a June anniversary.

Mike Keller spoke about the Palermo Pizza company of Wisconsin. Employees have been on strike for over a year. Palermo frozen pizza is sold in supermarkets across the U.S., sometimes under the brand name of the supermarket. Mike encouraged people to find out more about the reasons for the strike and boycott the company.

President's Report: T.J. Seibert said he had spoken with Kewanda Hobbs, Tom Wroblewski's secretary, about the invitations for the retiree picnic. They will be sent soon. The picnic will be at the Seattle Union Hall this year on Monday, August 12 starting at 11 a.m. Volunteers are needed for set up. If you can come a little early to help out that would be appreciated.

Old Business: None

New Business: Norm Harris, Financial Advisor with Edward Jones announced that he brought copies of two flyers that might be of interest. One was about sequestration and the other about fixed income/short term planning.

Adjournment: A motion was made to adjourn at 11:45 a.m. **M/S/P**

RETIRED CLUB OFFICERS

President	T.J. Seibert	206-329-0160
Vice President	Helen Lowe	206-523-9526
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	253-736-2756
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:

Lorne Anderson
Wendell Anderson
Donald Berg
Timothy Berntsen
Gerald Berumen
Debra Cervelle
Mi Choi
Patricia Chouery
Cynthia Clayton-Butler
Ronny Counsellor
Donald Crepeau
Michael Currid
Robert Damitz
William Davis Jr.
William Deaton
Kevin Doubek
Charles Duncan
Sherry Eckle
Jeffry Gay
Francisco Gonzales
Diane Goodwin
Rick Gunselman
Susan Haas
Larry Hachtel
Constantino Hardi
Connie Hash
Steven Hawkes
Gary Hopkins
Jed Jennings
Curtis Konoske
Robert Lacey
Ronald Larson
David Lawson
Victoria Lien
Dennis Link
David Magdamit
Dennis Martin
Dennis Mattern
Douglas Mattson
John McCallister
Daniel McDaniel
Jay Nelson
John Nicholes III
Pauline Peterson-Smith
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William Reyes
Rolland Riddle
Lucinda Riehm
Frederick Rivera
Cory Saulness
David Schellert
Barbara Schneider
George Schworm
Charles Seitz
Douglas Skaar
William Southerland
Keith Stevens
Rodney Stults
Theodore Vosberg
Ritchie Were
Douglas White
Richard White
Ross Whitehead
Lanta Wine

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Electronics & Entertainment

CONCERT & WORKSHOP: JOHN ELEFANTE, former lead singer of KANSAS, will be performing in Everett on July 6th. Musicians workshop prior to the concert for 2 hours with John and local sound engineer Chip Butters. Cost $40 for concert $100 for workshop. 425-308-3652

Furniture & Appliances

ROLL TOP DESK, $125. Twin bed frames $40. Washer & dryer $150. Gazebo w/2 benches $150. 253-875-7944

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KING SIZE MATTRESS 12" thick, ultra firm, exclusive at Macy's. Too firm for me, like new and clean. Cost a lot, sell cheap $200. 360-829-5230

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. 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

Housing

FOR RENT: NICE LARGE STUDIO, Lake Stevens, WA 98258. 425-344-7255

KONA HAWAII OCEANFRONT CONDO. Two bedroom, 2 bath, fully equipped condo. Sleeps 4. See www.banyantreecondo.com. Boeing discount pays taxes. $1050-$1250/wk. 206-459-3444

TAKE A BREAK -- 1-bedroom Hood Canal beach cabin, $200/weekend or $600/week. See it online at SistersPoint-Cabin.com or find us on Facebook.

RAMBLER, 1,963 sq ft, 10 minutes form I-5. 300 sq ft shop/RV bays. For more info and pictures see MLS #477528 or call Julie 360-652-7085

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Miscellaneous

REESE FIFTH WHEEL HITCH, 15K, 4-way with mounting rails and hardware. $350. 425-931-1897

RHOADES 36 SPEED PEDAL BIKE, 4 wheel, 2 seater. Pedals like a regular bike with many extras, trailer included. $5,200. 206-937-8743

HOT WHEELS FIRST EDITIONS 1996, 97, 98, 99, 2000, 01, 02, 03. Gift pacs, series sets. Match Box, Racing Champion. Make deal for all. 206-433-0375

UTILITY TRAILER, 12 ft long, 5.5 ft wide, 24 inches high. Perfect for snowmobiles and four wheelers. Licensed with new tabs. $500. 360-796-4193

TOILET SEAT RISER $30. Walker $15. 253-833-4018

NICE ORNATE picture frame 26" x 14" – holds a picture size 19" x 16" $60, collectible. 253-852-6809

TIN MAPLE LEAVES, WALL HANGER 36" x 26" wall space. $15. White cat framed picture 16 x 20 by Elizabeth Brownd, $20, very nice. 253-852-6809

LONDON FRAMED PICTURES (5) 17" x 13" wide, nice (Big Bend, Windsor Castle, St. Paul's Cathedral, Tower Bridge, Westminster by Jon L. Corthals). Sold as group $330 or $75 each. 253-852-6809

NIKKEN MAGNETIC KENKO-PAD the over mattress kind, double bed size, used. $75. 253-852-6809

KIRBY G6 MICRON MAGIN hepafiltration vacuum cleaner, used once, owner's manual, tapes, 6 bags, 3 belts, all accessories, shampooer, etc. Can be seen on Craig's list, new. $1,200. 253-852-6809

NIKKEN MAGNETIC KENKO-PAD, the thinner style that goes over your mattress. $300, new in original box, queen size 60x80. 253-852-6809

10 FT METAL HAND BRAKE, Pro II by Tapco, in great condition. $1,000. 253-852-6809

ROLL TOP DESK, $125. Twin bed frames $40. Washer & dryer $150. Gazebo w/2 benches $150. 253-875-7944

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2 BURIAL SPACES side-by-side at Greenwood Memorial Park, 350 Monroe Ave NE, Renton, Located in Azalea Garden Plot 127, Block 10, spaces 1 & 2. List $8,000 per space. Asking $6,000 per space. 253-852-6809

CHARMING DESERT LAKE VACATION RENTAL. Pool and Jacuzzi. Great place for boating. Located in Lake Havasu City, Arizona. Weekend and weekly rates available. 928-846-0707

KONA HAWAII OCEANFRONT CONDO. Two bedroom, 2 bath, fully equipped condo. Sleeps 4. See www.banyantreecondo.com. Boeing discount pays taxes. $1050-$1250/wk. 206-459-3444

3 LOTS AT ROSE HILL in the Floral Hills Lynnwood Cemetery. $2,100 for the three. 479-459-6665, call 4 a.m. to 8:30 p.m.

ONE DOUBLE NICHE for 2 at Evergreen Washelli, Seattle. Fern Cove building, niche 109. Bottom Tier A. $3,500. 425-512-9993

TWO CEMETERY PLOTS in Floral Hills Cemetery, Lynnwood, WA. $6,990 or make offer. Call 480-983-0956 Arizona

Recreational Vehicles

UTILITY TRAILER, 12 ft long, 5.5 ft wide, 24 inches high. Perfect for snowmobiles and four wheelers. Licensed with new tabs. $500. 360-796-4193

REESE 5TH WHEEL HITCH, 15K, 4-way with mounting rails and hardware. $350. 425-931-1897

2000 31 RL KING OF THE ROAD FIFTH WHEEL, $10,000 obo. Call or email (kb063079@aol.com for link to pics. 253-350-4866

Sporting Goods

OSBORNE SPORTS BASEBALL "L" SCREEN for batting/hitting practice. $150. 425-736-3439

WANTED: LOOKING FOR AFFORDABLE 12 GAUGE SHOTGUN. Have chance to pheasant hunt this year...trying to get ready. Thanks. 253 360-4305

RHOADES 36 SPEED PEDAL BIKE, 4 wheel, 2 seater. Pedals like a regular bike with many extras, trailer included. $5,200. 206-937-8743

UNION YES CUSTOM MADE HEARING PROTECTION for work, hunting, sports. Also earn monitors for musicians. Call Affordable Hearing Solutions 425-931-5278

REESE FIFTH WHEEL HITCH, 15K, 4-way, with mounting rails and hardware. $350. (425) 931-1897

BROWNING LEFT HANDED a bolt300 win mag stainless steel /leupold vx11 3x9x40 150 rounds. $1,000. 253-332-6242

Tools

MACHINISTS TOOL MIC 0-6", vernier calipers to 18", 6" calipers, depth mic 6" flat rods, hole gauges, lots more. Like to sell all together. 206-491-8707 or 206-824-3618

DEWALT RIGHT ANGLE DRILL, pole saw, 2 hp compressor, reciprocating saw. 425-271-4902

Vehicles

2001 BUICK LeSABRE, $3,200. 253-875-7944

1961 DODGE PICKUP. Step side short box, 3 speed column shift, 318 cu in, clean. Garaged over 20 years. Good driver. Federal Way. 253-951-4485

1968 DODGE PICKUP 3/4 TON CAMPER SPECIAL, 318-V8, 4 speed manual transmission, 410 posi rear end. Unrestored, all original numbers matching, original owner. $2,100 425-271-2044

1967 CHRYSLER 300, ran when parked 7 years ago. $200 or offer. You haul, need trailer. 206-999-4773

1976 FORD 150 4X4, engine out. Have new carb. manifold, headers, oil pan 4 x 4, heads, cam. Color red. Body straight. Over $1,000 in new parts, must sell for $1,200 obo. 206-999-4773

2001 CHRYSLER CONCORDE LXI, 66,000 miles, 1 owner. Very well cared for and all maintenance up to date. $5,500. 253-208-5910

Wanted

WANTED: Elliptical machine. Call 206-755-8575

WANTED: LOOKING FOR AFFORDABLE 12 GAUGE SHOTGUN. Have chance to pheasant hunt this year...trying to get ready. Thanks. 253 360-4305

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

Top two runners in each age category for both the 5K and 10K were awarded.

Runners Bring in $15,000 for Guide Dogs of America

Cloudy skies made for perfect weather for the 12th annual Flight for Sight Fun Run and Walk on Saturday, June 8. This year's event delivered more than $15,000 for Guide Dogs of America – a charity that provides trained guide dogs to vision-impaired individuals.

The event, organized by the District 751 Women's Committee, attracted nearly 200 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. While there were many runners who took home a trophy in various age categories (visit www.flightofsight.com), a special category for fundraisers was just as important (see photo below).

Women's Committee Chair Grace Holland stated, "I want to thank all the volunteers, and especially the Women's Committee who volunteered many weekends at other races to advertise the event. Their support for registration, setup and at checkpoints throughout the course ensured the event ran smooth."

Also special thanks to the Boeing Everett Amatuer Radio Operators North Society (BEARONS), Boeing Security, Site Services and Boeing Facilities, who provided assistance throughout the course and helped direct traffic away from the course to keep runners safe.

Nearly 200 runners took part in the June 8 event, which raised more than $15,000.

The top dog fundraisers

The top three fundraisers were recognized at the event: L to R: Ray Meduna $3,000; Monico Bretana $981; Paul Bartman $565. Other notable fundraisers: Carla Stumm-Brokaw $400; Karen Akre $290; Jennifer Nguyen $270.

Special thanks to our sponsors

- TD Nails, 13402 Bothell-Everett Hwy, Mill Creek. Phone: 425-338-5622
- The Jewelry Source, 19720-F 44th Ave W., Lynnwood, WA 98036 425-774-2111 www.JewelrySourceLtd.com,
- District 751
- IAM District Lodge W24
- IBEW Local 191 Everett
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Thanks to course sponsors:
- Dist. President Tom Wroblewski
- Larry Brown
- Ron Bradley
- Ed Lutgen
- Jon Holden
- Gloria Millsaps
- Connie Kelliher
- IAM/Boeing Joint Programs
- Organizing Dept. (Jesse Cote & Loren Guzzone)

Summer Guide Dogs fundraisers continue in July

District 751's summer schedule of events to raise money for Guide Dogs of America continues in July, with the annual Puppy Putt motorcycle ride, plus the union's annual Guide Dogs charity golf tournament.

The events are a key part of the union's efforts to raise money for the charity, which provides trained guide dogs – and instructions in how to work with them – free of charge to people who are blind or have impaired vision from across the United States and Canada.

Over the past four years, District 751 has raised more than $1 million for Guide Dogs of America, including a record $299,000 in 2012.

Puppy Putt

The 11th annual Puppy Putt motorcycle ride to benefit Guide Dogs of America will be July 13 at locations around Puget Sound.

This year, riders will leave between 8 and 10 a.m. July 13 from Sound Harley-Davidson at 16212 Smokey Point Blvd. in Marysville and from Northwest Harley-Davidson at 8000 Freedom Lane in Lacey.

The separate groups will meet at District 751's Seattle Union Hall – 9135 15th Place S. — for an afternoon of food, music and fun.

Puget Sound Harley-Davidson dealers are primary sponsors, but organizers stress that Puppy Putt is an "all breed" event, open to owners of all motorcycle makes and models.

Advanced registration is $15 for a rider, and $5 for passengers. Registration will cost $20 for a rider after July 6. Registration forms are available at all District 751 union halls in Puget Sound or online at www.PuppyPutt.com.

Each rider will receive an event t-shirt, a commemorative patch and a Guide Dogs of America pin. Passengers will receive t-shirts.

For details, go online at www.PuppyPutt.com or call the Everett Union Hall at (425) 355-8821.

Last year's Puppy Putt raised more than $15,000.

Guide Dogs golf

The 22nd annual Guide Dogs of America Golf Tournament will be Sunday, July 21, at the Willows Run Golf Course.

The tournament will be a scramble format with at shotgun start at 8 a.m.

The cost is $90, which covers greens fees, cart rental, tournament t-shirts, prizes and a buffet at the end of play. The field is limited to 280 players.

Entry forms are available at all District 751 union halls in Puget Sound. Entries are due by July 5. Information also is available from the Everett Union Hall, (425) 355-8821.

Local E horseshoes

Local E's 10th annual Shoes for Puppies Horseshoe Tournament will be at noon Aug. 10 at the Red Dog Saloon, 18606 Renton-Maple Valley Road SE in Renton.

The entry fee is $50 per person. Registration forms are available at all District 751 union halls in Puget Sound.

Last year's tournament raised more than $2,000 for Guide Dogs.

Local A car show

The Bill Baker Memorial Steel & Wheel SuperShow will be from 10 a.m. to 3 p.m. Aug. 17 at the Everett Union Hall.

The show will feature classic cars, hot rod and motorcycles. Advance registration is $20, or $25 on the day of the event.

Local A sponsors the show, which will include fun, food and music.

Entry forms are available at all District 751 union halls in Puget Sound. Checks should be made to Guide Dogs of America, and entries mailed to Steel & Wheel SuperShow, 8729 Airport Road, Everett, WA 98204.

Detailed information is available by calling the Everett Union Hall at (425) 355-8821.

Last year's show raised more than $5,200 for Guide Dogs.

Dog Days drag racing

District 751 is teaming up once again with Pacific Raceways for a joint fundraising event.

The union is selling $5 discount tickets for drag racing Aug. 15-18 at the track, which is at 31001 144th Ave. SE. in Kent.

The tickets are on sale at all District 751 union halls in Puget Sound. They are good for entry on any one day of the event. Children under 6 get in free.

Racing starts at 9 a.m. each day, and will feature racing in the top alcohol and sportsman classes and the Screamin' Eagle Harley Davidson series.

This will be the eighth year that District 751 and Pacific Raceways have teamed up for the event. The previous seven race weekends have raised nearly $43,000 for Guide Dogs.

Eastern Washington

New contracts ratified throughout Eastern Washington

Machinists Union members at several employers in Eastern Washington recently ratified new contracts. Health care and pensions were top issues in each round of negotiations.

Members working at Lee & Eastes, voted unanimously to ratify a new three-year agreement on June 21. These members work to repair and maintain hundreds of trucks, trailers and tankers each year. The agreement provided that members receive a 35 cent pay increase in both the second and third years of the contract. In addition, the company will continue to pay 100 percent of the health care premium, with caps of a 5 percent increase in the second year and 7 percent increase in the third year. In addition, 100 percent of the Automotive Pension surcharge will be paid by the company.

Photo left: Union negotiators Ken Howard, Steve Warren and Casey Streeter (seated on right side) meet with negotiators from Central Pre-Mix.
Below: Steve Ely, who served on the negotiating committee for the Lee & Eastes contract, talks with Dale Powell and Kory Billington.

Members at Monarch Machine & Tool Company in Pasco ratified a new three-year agreement on June 4. Members chose to keep a better health care plan in exchange for a wage freeze for the three years rather than changing plans. The company also agreed to pay 100 percent of the Western Metals Pension surcharge. Monarch is a full-service fabrication facility. Our skilled craftsmen can tackle a wide assortment of work and perform complex structural metal fabrication, manufacture industrial machinery and produce Hanford prototype work.

L to R: After ratifying an agreement Bart Fields (IAM negotiating committee), Doug Winters (owner), IAM Staff Assistant Ken Howard and Butch "Marvin" Tiffany (IAM negotiating committee and Union Steward) pose for a photo.

Machinist members who work at Edwards Equipment in Union Gap also ratified a new three-year agreement on June 19. The company agreed to pay 100 percent of any health care cost increases for the life of the agreement. In addition, the company agreed to pay 100 percent of the Western Metals Pension surcharge. Members at Edwards manufacture specialized agricultural and industrial equipment. This includes producing a wide variety of tractor mounted forklift models and accessories, as well as roadside highway mowers and other specialized orchard and vineyard equipment.

Members who work for Central Pre-Mix at the Spokane and Pasco locations also approved a new three -year agreement on June 18. Like the other agreements with the Automotive Pension, the company agreed to pay 100 percent of the pension surcharge. These talented diesel mechanics service and repair various equipment, loaders, bulldozers, mixer and dump trucks to keep things moving at Central Pre-Mix.

Local 1123 General Membership Meeting presents service awards

Local Lodge 1123's General Memebership meeting in Wenatchee on June 6 provided several reasons to celebrate. The local barbecued hamburgers to create a festive atmosphere for members and their families prior to the start of the meeting.

During the meeting, members were presented with union service awards ranging from 15 years to 50 years (see photos below).

At the meeting, winning tickets in the annual Eastern Washington Guide Dogs raffle were drawn. Members from the three Eastern Washington locals sell the raffle tickets and the drawing of winning tickets rotates to a different local lodge each year. This year Local 1123 in Wenatchee did the honor of drawing the winning tickets (see winners at right).

Thanks to all who helped to make the general membership meeting a fun night for all attending.

Local 1123 President Jim O'Brien (center) presented Leo McFarlane and Wilfred Stevens with their 50 year service awards.

Cal Peterson (r) receives his 35 year service award from Local 1123 President Jim O'Brien.

Local 1123 President Jim O'Brien presents Bud Roe with his 45 year service award.

Elmer Wall (r) receives his 25 year service award from Local 1123 President Jim O'Brien.

Receiving 20 year service awards at the June 6 meeting: L to R, Barry Wright, Steve Adkins, Darrel Jeffries, Rod Avey.

Sherrie Purser, who is a member at Triumph Composites, was a winner in the Guide Dogs raffle. Steward Bob Six and Business Rep Steve Warren present her gift certificates

2013 Eastern Washington Guide Dog Raffle Winners

Stan Haff, Richland: $1,000 gift certificate Ranch & Home
Meaghan Thomas: Two Aug. 10 Mariners tickets, $300 R/T air voucher, 1 night at SeaTac Red Lion Hotel
Maria Crabb, Colbert: Dr. Menks' Mobile Vet Care, $500 gift certificate
Sherrie Purser, Spokane: 1 night Davenport Hotel & $50 dinner certificate
Allen Eveland, Spokane Valley: Dr. Menks' Mobile Vet Care, $250 gift certificate
Tim Manning: Dr. Menks' Mobile Vet Care, $250 gift certificate
Don Perry: Anthony's Restaurant, Richland $75 gift certificate
Sarah: Texas Roadhouse $30 dinner gift certificate
Catrena Cook, Spokane: Texas Roadhouse $30 dinner gift certificate: