Member’s Plight to Bring Change

Daughter’s Death Prompts Push for Health Care Reform

Determination and courage define 751-member Lanita Bunce as she valiantly pushes for change in a frustrating health care system. The situation couldn’t be more personal. On May 30th, her story was highlighted in the “Health Care for All” march and rally to help bring about reform to the health care system.

While this 32-year member has excellent medical benefits through her Union-negotiated contract at Boeing, she tragically learned the painful lesson that doctors don’t always control your health care – with her 19-year-old daughter Chanel paying the ultimate price.

Last fall, after complaining that her joints were hurting, Chanel was diagnosed with Stills Disease – a rare inflammatory condition. Lanita took her daughter to one of the most respected rheumatologists on the west coast who prescribed a drug called Kineret. Regence BlueShield denied Kineret saying it was an “investigational” treatment. The doctors’ goal is to ensure patient care remains at the doctor’s discretion rather than being dictated by an insurance company.

“Regence took it out of the hands of the doctors, who have the degree and training to best treat their patients. The insurance company overstepped their power. They should never override what a doctor thinks is best,” declared Lanita. “If this is how to happen to anyone on the board of the insurance company, wouldn’t they want the best medical care for their family? Why should it be different for my family?”

Through the red tape and getting her daughter the prescribed medication, Lanita Bunce has been fighting for a mechanism to override an insurance decision.

“On Mother’s Day 2009, Lanita struggled with the loss of her daughter and vowed ‘I want to make a difference and ensure that Chanel’s death is not just a number and hopes to bring about reform so that doctors have a mechanism to override an insurance decision.’

751 Member Lanita Bunce and daughter Chanel. Lanita is determined to ensure that Chanel’s death is not just a number and hopes to bring about reform so that doctors have a mechanism to override an insurance decision.

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Continued on page 2
Overtime Contractual Procedures vs. Discretionary Rotation

Business Reps and Stewards continually answer Boeing contractual questions for members on the shop floor. The Aero Mechanic newspaper will feature a new education column that will highlight a different section of the Boeing contract each month. 751 Education Director Stan Johnson will draw on his many years as Business Rep to craft these articles. An informed, educated membership ensures stronger enforcement of the contract — as more members understand and recognize potential violations, management is forced to follow the contract.

Article 6.10 of the Boeing contract describes and dictates the procedure management must follow for advance scheduling of overtime within a specific shop and on that specific shift. Sections 6.10 (b) (1) (2) and (3) specify and determine if members are eligible and who should be first asked to work overtime or if management may exclude members as depressants.

Because this portion of the contract specifies overtime eligibility and membership contractual rights, Company policy would determine that the schedule of overtime by management is “non-discretionary” meaning there is a procedure in place that supercedes a rotation wheel or any other process other than described contractual procedure. After management satisfies all sections in Article 6.10 of the contract, only then can overtime be given or scheduled as “discretionary.” This means that after all contractual obligations have been fulfilled, management is free to give overtime to any member.

Because of perceived fairness issues when allowing “discretionary” overtime, the Company has chosen to put in place a system of rotation. An overtime rotation system is noncontractual and only applies after all contractual overtimes are met first. An example would be once management satisfies contractual guidelines of Article 6.10 by first and seconding the employee’s regulars assigned to the machine, job, crew or position and not having sufficient volunteers they could then choose to designate the appropriate employee to work overtime or choose to allow non-contractual “discretionary” overtime.

A rotation wheel system is commonly used in shops as a fair method of distribution of overtime. Contractual guidelines have already been satisfied and overtime scheduling becomes discretionary for management.

Dental Assistance for Laid-Off Members

Sunrise Dental wants to help our members on layoff. They will provide FREE “palliative care” for up to one year from the time our members are laid off. Palliative care means: not curing the problem, but making you comfortable while you wait a more permanent fix.

For active members, Sunrise Dental also wants to extend an offer of $150 toward any non-covered services which can include anything over your total yearly maximum coverage. In other words, if you reach your maximum amount of your insurance (incen- tive Dental plan is $1750) and still need treatment, they would contribute up to $150 toward pro- ceedures.

751 Education Director Stan Johnson is compiling an educational article each month on a section of the Boeing contract.

Push for Health Care Reform

Continued from page 1

Despite her heartfelt, Lanita is pushing forward. The courage she has shown in highlighting this problem with insurance coverage could be the catalyst to bring about change. Sharing her experience not only personalized the story, but demonstrated that even those with good medical benefits are at risk.

“I want people to listen and take action. Because Chanel was so young, it infuriated her doctors and attracted public attention. This goes on more than people know,” Lanita stated. “I always hear stories like this, but nothing could prepare you for this. Your kids should always outlive you. I want people to remember who Chanel was and how she made a difference.”

To help in the fight, call Senators Patty Murray and Maria Cantwell and your Congres- sional representative at 1-877-851-6437 and demand health care reform in 2009, which must include a quality public option and the ability for doctors to override insurance companies.

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Union Offices:
• 9125 15th Pl. S., Seattle, WA 98108
• 210 S.W. 3rd, Auburn: 253-333-5990
• 233 Benton St., Renton: 425-235-3777
• 8729 Airport Rd., Everett: 425-355-8821
• 4234 E. Winton, Spokane (509) 534-9690 or 1-800-763-1305 Toll-free to Seattle from: Nationwide 1-800-763-1301 Tacoma 253-627-0822

District Lodge 751, International Association of Machinists and Aerospace Workers

Tom Wroblewski, President
District Business Representative
Stosh Tomala
Vice President
Susan Palmer
Secretary-Treasurer
James Coats
Sergeant-at-Arms
Paul Milliken (Eastern WA)
Tommy Wilson
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Jon Holden
Brett Coty
Jimmy Darrah
Dee G. D'Amelio
Ron Bradley
Emerson Hamilton
Charles G. Craft

Union Business Representatives

Working to Preserve and Create Jobs in Both Washingtons

by Tom Wroblewski,
District President

This Union remains committed to finding ways to preserve and create work here in the Puget Sound region. That goal has been the focus of much of our activities.

At the recent Legislative Conference, while there was renewed hope for change to benefit workers, the focus was on creating and sustaining jobs. IAM delegates from across the country carried that message to nearly every Congress- sional office from all 50 states. Two of the top issues IAM delegates discussed were securing the Air Force Tanker order for Boeing and preserving funding for the future of the American industrial base.

Both Murray and Dicks have been outspoken critics of the Air Force’s flawed decision to award the tanker contract to Airbus last year and spoke out on the matter. Murray successfully included an amendment in the Senate-passed procurement reform bill in May that would require the Pentagon to notify Congress about the effects that cutting an acquisition program would have on the nation’s industrial base.

Working with the Washington State Labor Council and SPEEA, District 751 filed a new Trade Adjustment Assistance petition last month. By filing it after May 15th, it was determined that, if approved, our members will receive the enhanced TAA benefits included in Presi- dent Obama’s American Recovery and Reinvestment Act. TAA benefits would extend beyond just our membership — to all those working at Boeing. It will also cover anyone who has been laidoff in the past year, so every member who has been surplussed would be entitled to the benefits. We will keep you posted on the progress.

The Union has also been working closely with the Governor to ensure that Washington State remains competitive and is the top aerospace center in the country. We have been active in the newly- appointed Aerospace Council, which ensures us an active role in determining the future of aerospace in this state. We believe training is critical to keeping aerospace strong, as well as our continu- ous efforts to change the dynamics of our relationship with the Air Force.

The media continues to focus on what other states are offering to entice Boeing and other aerospace companies to locate to their state. As we enter the 21st century, the value of the long history and experi- enced workforce here in the Puget Sound. We intend to make certain the workforce here maintains the top aerospace skills and will work to develop, enhance and

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751 AERO MECHANIC

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

A Rumbling on Capitol Hill: Machinists Heard Loud and Clear

What a difference a year makes,” stated International President R. Thomas Buffenbarger as he opened the 2009 IAM Legislative Conference. After eight solid years of uphill battles with an aggressively anti-worker cabinet and legislature, Machinist leaders and members from around the country came together the second week of May to lay the groundwork for some real change in Washington, and around the country.

Following the most historic election to date, an election that focused on the deep-seated need for change in America, Machinists were prepared to march on Capitol Hill and demand just that. Armed with the knowledge that the current Administration is actively trying to improve the lives of American workers, members and leaders made sure working class issues were heard by all Republicans and Democrats on the Hill.

In an interview from the Conference, District 751 President Tom Wroblewski reinforced I.P. Buffenbarger’s message when he said that “ensuring the passage of important legislation is in our hands. We are fighting for essential defense contracts, the protection of our industrial base, and important bills like the Employee Free Choice Act.” In the current economic climate, these bills are critical. Thankfully, we know that the White House is listening to this. Tom added, “President Obama is ready and willing to sign the Employee Free Choice Act, and the Machinists are doing all they can to make sure that Congress sends it to his desk!”

With a strong focus on the issues that are sure to directly, and quickly impact Machinists members, the aerospace industry, and the community as a whole in Washington, 751 delegates met with most of the Congressional delegation. Unfortunately, as has been standard practice for years, Congressmen Doc Hastings and Dave Reichert were unwilling to schedule a meeting with us. Still, the delegation was able to get the message across to Congressman Reichert, thanks to the tenacity of Steward Rick McKinney. Seeing Reichert in the airport waiting area, McKinney took the opportunity to share with him the important issues facing his constituents in the 8th Congressional District – many of whom work for Boeing.

751 Delegates discussed the importance of the F-22 program to our hard-working members at GKN and Edwards AFB. They pressed for additional benefits for our members.

Governor Creates Aerospace Council to Ensure a Strong Future in Our State

Recognizing the importance of preserving and expanding aerospace jobs in this state, Governor Chris Gregoire appointed a task force with just that goal in mind on Thursday, May 14th. The Governor created the Council with an Executive Order after the Legislature failed to pass a proposed bill on the matter. The main focus of the new council is on protecting the competitive edge Washington state has enjoyed in aerospace.

Understanding the vital role the Union plays in the industry and the need to have a highly trained workforce, District 751 has a position on the Council. This will ensure that labor’s voice is heard and workers’ rights are protected as we work to create additional aerospace jobs in this state. District President Tom Wrobleski has appointed 751 Legislative Director Larry Brown to the IAM position on the Council. SPEEA and the State Labor Council will also take part in the Council.

The Union will take an active role in determining the future of aerospace for this state. We want to be sure that not only the second 787 line is placed here in Washington, but that the next Boeing plane, which will replace the 737, is also built in this state.

“The Machinists Union is excited to be among the stakeholders contributing to the Council,” said Tom Wrobleski, District 751 President. “Washington workers have always built the best and safest airplanes in the world, and we want to keep it that way. With the Council, we will ensure Washington remains the premiere aerospace center and maintains its competitive edge.”

As the national economy continues to deteriorate, other states have ramped up their efforts to win future aerospace, and attract Boeing and other companies to their region. The Council brings together leaders from labor, business, education and state government to work on the common goal.

“It is time for us to come together as a state – Republicans and Democrats, business and labor – because we all want to keep good, family-wage jobs, and we want to be the home of aerospace.”

“This Council will help us stay ahead of the curve as we compete with other states and other nations,” Gregoire declared. “Washington has had the edge in the aerospace industry for 100 years. We need to make sure that edge stays razor sharp. This Council is about making sure we provide a level of service the aerospace industry needs to continue to thrive and grow in Washington state.”

IAM Legislative Conference Opens With Hope

by Grace Holland

The 2009 IAM Legislative Conference opened with “yes we can” instead of “no we can’t.” After the 2008 elections, Democrats control the House, Senate and the White House and labor finally has a seat back at the table. District 751 Delegates were encouraged by this shift in attitude back in Washington, DC, and listened as the elected officials discussed the top issues facing working families such as the Employee Free Choice Act, the current economic situation, and creating family wage jobs in America.

There is a new sense of hope for working families throughout America with the change in administration back in Washington, DC. Along with this new sense of hope also comes the realization that we have a lot of hard work ahead of us to help rebuild America. Richard Trumka, Secretary-Treasurer of the AFL-CIO stated, “Organized labor was not responsible for putting America into this current mess, but it will be organized labor that will help to bring this country out of this mess.” Representative Shel New TAA Application Filed

District President Tom Wrobleski signs a new application for Trade Adjustment Assistance to secure additional benefits for our members.

751 Admin. Assistant Jim Bearden joins Governor Gregoire in announcing the new Aerospace Council with 737 as a backdrop.

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Following the two-day lobbying effort, District Legislative Director Larry Brown reported that “the 2009 IAM National Legislative Conference helped to solidify support for the F-22, 767 Tanker, and the Employee Free Choice Act. Senator Patty Murray and Congressman Norm Dicks are tireless in their efforts to keep jobs in Washington state.” Congressman Jay Inslee also reinforced his support for workers in the state when he commented that “there is a direct correlation to the demise of the middle class and the decrease of union density. We need the Employee Free Choice Act to pass in order to save the middle class of America.”

Department of Labor Secretary Hilda Solis said, “The damage done to labor laws by the past administration is a lot of work ahead of us to repair the hostile relationship with this department, labor is ready for a positive change. There is a lot of work ahead of us to repair the damage done to labor laws by the past administration.”

For those who do find themselves getting surplussed, it is important to ensure people are working in the proper classifications so that those on layoff have their rights protected. In this case, Michael not only questioned the misassignment, but provided the necessary documentation to correct the situation.

Legislative Conference Brings Revived Hope and Call for Positive Change for Workers

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President’s Message

Continued from Page 2

provide training programs for the future. Our newly-developed aerospace apprenticeship is a fine example of planning for the future. Delivering additional training so we have the skills for future generations is also a focus.

We continue working with Boeing to find ways to minimize layoffs. The recent temporary upgrades gave 64 members a reprieve from surplus for 90 days. We hope to find long-term options to ensure that those who want to remain on the payroll get that opportunity. Boeing is still assessing the feasibility of allowing voluntary layoff for those considering retirement in jobs that have surplussing. Again, this would keep those who want to remain on the payroll and give those wanting to retire additional options, as well.

For those do find themselves getting surplussed, take advantage of the skills and expertise of the IAM/Boeing Joint Programs Career Advisors (see article page 1). These talented individuals have helped literally thousands of members find additional employment, new training opportunities and various programs to help transition should they be laid off from Boeing. They are a valuable resource and one you should take advantage of. Even if you are not holding a WARN, meet with an advisor to explore additional career opportunities and available training. It will make you more valuable to Boeing and provide additional options you should find yourself in a surplus situation.

Finally, I want to welcome our new members at Doss Aviation and Solid Ground. Both units unanimously voted to ratify their first contracts with the IAM. We are excited to represent you and look forward to hearing from you in the future.

Category A Violation Delivers Three Weeks’ Pay for Laid-off Member

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Strong support of an American-made, Boeing manufactured 767 Tanker. They argued the legislation that would finally give workers the choice to freely join a union.

Above: L to R: 751 Political Director Larry Brown, District 751 President Tom Wrobleski, and Congresssman Norm Dicks discuss strategy to land the tanker for Boeing.

Right: Senator Patty Murray and District President Tom Wrobleski discuss defense jobs including the F-22 and Tanker.

Continued from page 2

The issue actually began about six years ago when management assigned a maintenance electrician (85109) to perform construction electrician (85109) work. The misassignment was pointed out then, but since it was the same labor grade and there was no Category A violation nothing was done. When WARN’s were issued in the construction electrician job in January, the misassignment became an issue.

“I pointed out that members were doing work in a different job title and it must be corrected before anyone was surplussed. Management assured me it would be corrected before the WARN date and actual surplus action occurred.”

Michael stated. “The facilities layoffs happened on March 20th, and three weeks later management still had maintenance electricians performing construction electrician work.”

Michael gathered the documentation of the misassignment and presented it to management, who did the right thing by acknowledging the violation and agreeing to pay the senior member on the Category A list.

“Union Steward Michael Byrne did a great job. I was very happy to have the Union there to protect my rights,” stated Mark. “Several people recognized the problem and let me know it right away. Ultimately, since I am the senior person on the Cat A list, I hope to get my job back.”

“We need all workers to let their Stewards know what their work assignments are and if they are asked to do things outside their job descriptions. Union Stewards won’t know there is a violation unless you bring it to their attention,” Michael pointed out. “It is important throughout Puget Sound for all members to be vigilant and keep an eye on this.”

Keep in mind that Boeing could combine or revise the job titles at any time, which would eliminate such misassignments. Management did make revisions to the maintenance electrician job description in May of last year but chose not to combine the jobs.

In addition, members need to be aware if the misassignment goes on for 90 days or more, the person would gain rights to the job. Everyone is responsible to monitor the Boeing contract and by working together we can ensure it is enforced and all members’ rights are protected.
New Members at Doss Aviation Unanimously Ratify First Contract

A dozen new members at Doss Aviation, employed at Fort Lewis and the Yakima training facilities in Washington state, have accepted their first collective bargaining agreement. The workers, who perform fueling services at the two facilities under the Service Contract Act (SCA), voted overwhelmingly to join the IAM last September and ratified their first contract by 100% on May 1st.

District 751 Organizer Jesse Cote coordinated the organizing effort, which began when the new members heard about a good contract that was achieved by IAM members employed by Doss at Malmstrom AFB in Great Falls, Montana. Brother Cote responded to the Fort Lewis workers, and guided the process through to its successful conclusion. Jesse Cote said, “These workers perform a vital function for our military and Doss is unable to help them because of the way the rules of Service Contract work. I contacted GLR Kevin Cummings, who negotiated the Malmstrom contract. He met with this group, and we negotiated this contract for them. These workers are very happy with what the IAM delivered to them.”

This first SCA contract with Doss Aviation expires on October 1, 2011. Under the contract, the new members will get a raise of 4.25% this year and 4% next year. In addition, the contract delivers the IAM National Pension Plan ($1.00 this year, with an additional $0.25 next), an improved vacation schedule, increases in the health and welfare benefit, as well as gains in standby language, shift premiums, and call-in pay.

Grand Lodge Rep Keven Cummings said, “It is exciting to know that word of how the IAM is servicing our members in Great Falls, Montana makes people want to join. Because of how we were able to deliver, we gained a quality contract to members at Malmstrom, we were able to gain new units at Minot, North Dakota, and now this group at Fort Lewis. Everything we do is interlinked, when we deliver a promise of quality representation and good contracts, people want to be a part of it.”

Special thanks must be given to Dan Kautzman, the new steward at the facility who joined the negotiation committee and did a fantastic job. We are proud of this group for standing up and saying “Union Yes!” and for what they do every day that helps keep this country strong.

Apprenticeships Moving Forward

Apprenticeship programs, often referred to as “the original four-year degree” are in full swing in Washington state, and the Machinists Union is leading the way for aerospace.

The US aerospace sector is faced with an immediate need for highly-skilled workers with cutting edge knowledge to replace a workforce that is rapidly retiring. In early 2008, when the Washington State Legislature allotted $3 million to develop, design and implement joint labor-management aerospace apprenticeship programs, the Machinists Union was given a direct role in helping to create the programs – to preserve the skill base the industry demands.

The Aerospace Joint Apprenticeship Committee (AJAC), in conjunction with a non-profit organization known as the Aerospace Machinists Joint Training Committee has worked quickly to survey industry needs, which indicate a requirement for machinists and aircraft mechanics, especially in upper King and lower Snohomish counties. The committee has partnered with local schools and industry, and has already started an aircraft mechanics program in conjunction with Everett Community College (EVCC). Also nearing completion is the machining program, which includes EVCC as well as South Seattle Community College and Bates Technical College.

Both programs will dovetail into the overall efforts of AJAC in developing labor for aerospace jobs. “This is part of the infrastructure Washington state needs to help ensure these skills set are at the cutting edge and the envy of other communities. The next generation of aerospace workers are right here. We only have to plant the seeds, cultivate and harvest them – it is not accomplished by osmosis; we have to build it”, said Jesse Cote, IAM Representative and chairman of the committee.

Solid Ground Contract

IAM members at Solid Ground voted unanimously to ratify their first contract on Wednesday, May 6th. Located near the Seattle Union Hall, these members serve as operation supervisors for the Seattle Personal Transit (a subcontractor of Metro Transit). These members promote safety with drivers, perform site evaluations, accessibility for backing up, and conduct retraining for drivers. They play a vital role in ensuring this door-to-door public transportation remains available to area citizens.

Kimberly Jones, who stepped up to serve as Union Steward for the group, noted, “This first contract is a real start. We needed Union representation to have a voice in our work life. We were getting burned because other units had a Union to fight for them. Now, we have representation and can call the Union if an issue arises or we need help.”

This group is solid and unified in their determination. They voted unanimously for Union representation, unanimously rejected the first offer because of the vacation provisions, and after getting revisions – unanimously voted to ratify the latest offer.

“The fact that the group stays together and votes as one is a great demonstration of solidarity. While the other units at Solid Ground will not get pay raises this year and next, the Machinists Union ensured these members will see their pay increase despite these trying economic times. I look forward to working with the group and representing their issues in the future,” stated Business Rep Ron Bradley, who will serve as their Union Rep and led the recent negotiations.

Above Union negotiators on Doss Aviation’s first contract were Dan Kautzman (3rd from right), Jesse Cote (2nd from right), Kevin Cummings (far right), Members voted unanimously to ratify the first contract.

Sojourner Truth Truth a True Activist

by Grace Holland

This past April, a bust of Sojourner Truth was unveiled at the United States Capitol. She is the first black woman to be honored with a bust at the U.S. Capitol. Sojourner Truth is a great example of standing up for what you believe in against all odds. District 751 supported creation of this monument and while attending the recent Legislative Conference, some of the District 751 delegation stopped to pay tribute to this true activist.

But who was this incredible woman? Sojourner Truth was born into slavery in 1797 and was sold to three different owners by the time she was thirteen. When she escaped from slavery in 1826 with her youngest child, she made it her life’s mission to speak out against the social injustices of that time period. She was a true activist during a time period when it was very dangerous to be one. Sojourner Truth lobbied President Abraham Lincoln in 1864 to end slavery throughout the United States. She campaigned for former slaves to receive free land in the west if they chose to relocate and also advocated for prison reform and the end of capital punishment.

Even though she could not read or write she gave remarkable speeches to groups trying to better the lives of others. One of her more famous speeches entitled “ Ain’t I a Woman” was given at the Women’s Convention at Akron, Ohio. She spoke out against the injustices that women were facing in 1851. She knew that women and men were equal and deserved the same rights. For a woman, and a black woman at that, to be speaking out about this issue during this time period was astounding.

751 Delegates to the Legislative Conference posed for a photo at the new Sojourner Truth Statue in the visitor’s center beneath the Capitol complex. L to R: Sue Palmer, Natalie Kareen, Wilison ‘Tergie’ Ferguson, Grace Holland, Tom Woblowski, John Lopez, Roy Willemsen, Larry Brown, Steve Tomal and Dena Bartsman. Sojourner Truth is the first black woman to be honored at the Capitol with a statue.
Anniversary Celebration With a “Mission” for Others

751-member Mac McWilliams celebrated his 30th anniversary with Boeing in a unique way. Instead of having dinner with the director (which is traditionally what is done), he chose to help others.

When Mac’s first line supervisor attempted to schedule his anniversary dinner, Mac requested that Boeing spend the same amount of money they would on taking him out to dinner and use it for charity food. Then he took the catered food and donated it to the Everett Gospel Mission to help the homeless and those less fortunate.

On Friday, May 15, Mac along with Union Steward Zon Anderson and Business Rep Richard Jackson delivered delicious catered lunch to the Everett Gospel Mission. The donation was very much appreciated.

“It is the right thing to do—especially with the way the economy is now. I appreciate my 30 years with Boeing—especially the fact that I have never been laid-off—and wanted to help others,” stated Mac. “Delivering catered food to the mission provided a good meal to so many others and was very rewarding.”

While at the mission, Mac talked to many of the people there. He spoke at length with a retired Metro bus driver, who can no longer survive on his pension and regularly visits the mission for help.

“You realize just how many people are struggling—many of them have worked their entire lives and just can’t make ends meet,” Mac added. “I feel fortunate to have 30 consecutive years on the Boeing payroll. During that time I have seen a lot of changes. I worked on airplane one of the 767 and my most memorable times would be the roll-outs of the 767, 747-400 and 777.”

“Lappland Mac for his generosity and selflessness. His 30th anniversary will not soon be forgotten at the Everett mission,” stated Business Steward Zon Anderson. “This is a fine example of how our members are out there helping others every day and giving back to our community.”

751-member Mac McWilliams (l) presented a catered meal to the Everett Gospel Mission for his 30th anniversary at Boeing rather than having dinner with his director.

Camp Fire USA Camp Benefits

Camp Killoqua, with its 185 acres of forest and wetlands, has been a valuable resource to Washington youth for twenty years. Offering outdoor education days to local schools, day camp for children of all ages, and leadership programs for non-profit agencies and other groups, the camp has made its mark on the community.

Knowing how important this camp is to families in the area, members in the Interior Responsibility Center (IRC) were quick to fill the need when they heard the camp needed help. Ready to volunteer at a moment’s notice, 751 members in the IRC sponsored the camp for the first time twenty years ago. Every year since has seen volunteers working hard on clean-up and restoration activities at the camp. But this year was different.

After two decades of volunteer work there, the volunteers from the IRC decided that getting the word out about the event might just grow the group of volunteers willing to dedicate an entire Saturday to the cause. And they were right.

Just one week prior to the volunteer event that was set to take place on Saturday, April 25, IRC members were given the go-ahead to spread the word. Thinking that it might be cutting it short because the event was just one week away, the volunteers were surprised by the interest that quickly grew from inside the shop. Management and hourly workers all volunteered and the group quickly finished. Altogether, 68 people came out—37 of which were 751 members and families. With sleeves rolled up and shovels in hand, the volunteers were able to make a huge difference.

Beginning at 8 AM sharp, they worked hard at multiple projects. They split wood, dug fire-pits, made benches, painted sheds, set-up tents and cots, removed brush, and even re-roofed a shed. The team, comprised of member and management volunteers along with their friends and families, dedicated their entire day to the project and left feeling good about the amount of work that they had accomplished.

Volunteer and Steward Randy Haviland said, “This event is a great example of how working together with the Boeing Company can really make a difference. United under a common goal, the possibilities are endless!”

751 Community Service

751 Community Service

Camp Killoqua with clean-up and restoration activities. With the Boeing Company can really make a difference. United under a common goal, the possibilities are endless!”

District 751 Volunteers Beautify Auburn

On Saturday, May 9, volunteers “swept” through the city of Auburn for the Annual Clean Sweep event. This year over 600 hard-working community members came forward to help. Volunteers representing community groups, service clubs, faith-based organizations, schools, and other agencies came out for the day to beautify the city. Also present were the dedicated volunteers from District 751.

Together with other volunteers, members painted walls that had been tagged with graffiti, cleared highway ramps, and took part in the beautification efforts at Veterans Memorial Park, GSA Park, Mill Pond Park and along the Inturban and White River trails. In a thank-you letter sent by Auburn Mayor Peter Lewis, volunteers were credited for making the city’s slogan true: “Auburn: More Than You Imagined.”

Special thanks go to the following who donated their sunny Saturday to help with the project: John Barna, Dale Brown, Ron Coen, Rob Curran, Robley Evans, Shirley Fastrup, Donovan McLeod, Teri Myette and Bill Woomer.

Camp Killoqua with clean-up and restoration activities. With the Boeing Company can really make a difference. United under a common goal, the possibilities are endless!”

Ramps Ease the Way

751 members continue to answer the call for help in the community. Whenever the Puget Sound Labor Agency receives a request to build a ramp, the next call goes out to 751 and our members respond. 751 members recently built a 60-foot ramp for a resident in Seattle, as well as constructing another ramp so that a resident can return home from a hospital.

Volunteers from 747 J&I and the IRC take a break during the camp cleanup.

Volunteers did their part to keep Auburn clean—sweeping, weeding and painting.

Carrying in trash.

Above: Volunteers smile for a photo on the finished ramp. Right: Robley Evans and Thong Trang cut wood for the ramp.
And Volunteer Efforts

from Volunteer Effort

When 751 Political Director Larry Brown, Joint Programs Administrator Don Shove and retiree Ron McGaha hit the highway on their motorcycles, they have a purpose. These committed individuals will set out on a cross-country trek as part of their vacation. Rather than simply enjoying the sites, they are using their ride to raise funds for the Puget Sound Labor Agency (PSLA). The mission of the Puget Sound Labor Agency is to improve the quality of life for people needing assistance and to provide avenues for unions and their members to help.

This “Hogs for Hunger” trio has mapped out a special ride along Route 66 – in honor of Ron McGaha’s 66th birthday.

“What better way to spend my 66th birthday than cruising Route 66. It has so much history and meaning. After the Great Depression was brought on by the greed and corruption of the Herbert Hoover administration, many Americans drove Route 66 west to find a better life.” McGaha stated. “Ironically, another greedy, corrupt Republican administration brought us to the brink of a world-wide depression, but we are confident that the election of Barack Obama will get us out of this economic disaster.”

McGaha retired from Union leadership in 2005 after serving many years and has continued to work for a better quality of life for others. This ride is just another way to help others. In the past, Ron has repeatedly used vacation time to raise funds to help stamp out hunger. 751 Political Director Larry Brown is excited to be a part of the fundraiser and noted, “What better way to spend your vacation than helping others. I get to see much of America and bring much-needed funds to the Labor Agency. In this current economy, PSLA has more people looking for help each week – making the ride more important than ever.”

The “Hogs” are hoping to raise $66,000 for the Labor Agency food bank to help defray the cost of some 165,000 meals that will be served this year. If you are interested in contributing, send checks payable to: The Puget Sound Labor Agency, 2800 First Ave #122-130, Seattle, WA 98109. Labor Agency tax ID number is 91-0927902. Contributions are tax deductible.

You can donate any amount, but this group has designated special levels to help the ‘hogs’ fill the trough:

• Piglet for $66
• Pig for $166
• Hog for $660 and
• Hog Futures with a monthly contribution

For $66 the Labor Agency can feed an entire family. For 66¢ the Labor Agency can feed an entire person. We all benefit when you head out on vacation, think of the “Hogs” and make a donation to help others.

Volunteers Help Feed the Hungry

751 volunteers continue to help the less fortunate by regularly volunteering at both the Everett Gospel Mission and the Tacoma Rescue Mission. Several weekends each month, the 751 volunteers prepare and serve meals at both missions.

In addition to the missions, 751 volunteers again helped out with the National Association of Letter Carriers Food Drive in May. Area residents recognized the increased need to help others in the current economy and responded by contributing 12 percent more than last year. Statewide donation totals were 2,639,439 pounds.

Food Drive in May. Area residents responded by contributing 12 percent more than last year. Statewide donation totals were 2,639,439 pounds.

The Snohomish County donations weighed in at 371,231 pounds!

District 751’s food drive in April brought in 968 pounds of food – further helping the Labor Agency assist those in need.

Thanks to the following who put in many hours helping with the Letter Carriers Food Drive: George Braun, Jackie Boschok, Vennie Murphy, Guerdon Ellis and Chris Louise.

If you would like to volunteer to help with the mission or other community service projects, please email kaym@iam751.org or call 1-800-763-1301, ext. 3335.

For more information on how you or someone you know can benefit from volunteer effort, please visit the website: www.iam751.org"
Though the stories and folklore surrounding lumberjacks conjures up memories of the story of Paul Bunyan, and the silly tales surrounding him and his blue ox Babe, the truth behind the life of a true logger is far from rosy. If you've visited Washington's own Logging Museum, Camp Six located at Point Defiance in Tacoma, you’re familiar with the harsh living and working conditions that lumberjacks faced in the nineteenth and early twentieth centuries. But are you familiar with how those lumber workers united in a stand against unsafe, unfair, and underpaid working conditions? Did you know that these brazen “rebels of the woods” are responsible for the establishment of the eight-hour day?

Working in the deep woods, the loggers of the early 1900s labored for an average of ten, and sometimes as many as sixteen, hours each day. Returning to small and unventilated bunkhouses, the loggers were left with no place to wash or dry their muddy, wet clothes. One investigator at the time noted that “the sweaty, steamy odors…would asphyxiate the uninitiated.” Beds crawled with bedbugs and lice—the presence of which the employers blamed the loggers for. The logger-barons claimed that the lumberjacks brought the pests to their camps with their “filthy bindles and bedrolls.”

Reaping the benefits of cheap labor, employers in the timber industry welcomed the business boom in lumber manufacturing. As the industry grew throughout the Northwest region, employers became over confident in their power over their employees. The many failed attempts by the AFL to organize loggers and sawmill workers throughout the early 1900s bolstered that confidence.

That confidence, and the lackadaisical approach employers took when confronted with the loggers’ needs, fostered a discontent that would allow the I.W.W. (Industrial Workers of the World) to organize the biggest group of wood workers to-date. In March of 1917, thirteen lumber workers, claiming representation of over 10,000, met at the Lumber Workers Industrial Union No. 500, I.W.W. It was decided at that meeting that the Spokane branch would strike on the first of July.

That date was pushed forward when tensions reached a breaking point by the middle of June. That’s when, in Sand Point, Idaho, several hundred loggers walked off the job in a protest against terrible living and working conditions. This strike ignited tensions all over the region—and wood workers throughout Washington, Oregon, and Idaho began to follow suit. Organized under the I.W.W., the loggers were successful at closing all logging operations east of the Cascades. In the Hoquiam region, three thousand lumber workers walked out and shipped workers in Grays Harbor were quick to hold a sympathy strike.

"Some 50,000 lumberjacks went on strike at the call of the I.W.W., and there was not one single act of violence," strike participant Jack Miller remembered. "No one ever crossed the picket lines and no logger remained in a camp where an IWW could reach him to tell him the strike was on."

It didn’t take long for the government to step in. Officials from the Federal government pled that the workers return to their jobs while simultaneously finding and incarcerating I.W.W. leaders and activists. At the same time, the Governors of Washington and Idaho met with lumber bosses to ask that they meet the most prominent demand of the strikers, the eight-hour day, and institute it industry-wide. With a need for thousands of board-feet of Sitka Spruce (only available in the Pacific Northwest) for the war effort, Secretary of War Newton D. Baker communicated the same request. Still, industry leaders would not budge.

The reactionary response of the government to this stale-mate was to launch an aggressive campaign against the I.W.W. Claiming that the I.W.W. had ulterior motives for the strike by classifying it as an uprising against the war effort, the authorities arrested and incarcerated union leaders and activists. With most of its leadership behind bars, the I.W.W. ordered the wood-workers return to work and “take the strike to the job.” This move, considered by many to be the most brilliant decision in the history of the union, slowed production considerably. The lumbermen remained on their job sites for ten hours, but made sure that they produced only eight hours of work. Others used methods of sabotage like slaying and standing idle while waiting for foreman instruction on work.

Continued on page 11

Loggers cram into a bunkhouse at a logging camp in Washington, 1892. Their courageous stand helped secure an 8-hour workday for all workers.
May Retired Club Business Minutes

by Ruth Render, Retired Club Secretary

The meeting was called to order by President Al Wydick. The “Lord’s Prayer” was said followed by the flag salute. Members sang “God Bless America.”

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

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.

President’s Report: Al Wydick reminded everyone that the Retiree Club Picnic will take place on August 10, 2009. Invitations will go out in July. Al also reported that he is starting his cancer treatment again, but he’s hanging in there!

There will be no meeting on Monday, May 25 as the Halls will be closed in observation of the Memorial Day holiday.

Business Representative Report: BR Emerson Hamilton gave the BR report for the month of May. He also announced that the club to BR Paul Knebel has retired from his position as Business Rep and will be going back in the shop in Auburn.

Emerson also spoke about the Dreamliner. He said that the plane is scheduled to be flying soon — in two to four weeks. It’s getting close.

Zack Zarutskiecz of Joint Programs spoke. He asked how many members knew or were related to someone who still works in the shop. Most everyone present did. If you know anyone that is affected, or might be affected by the layoffs, please instruct them to contact QTP. Anyone who is laid off should immediately contact their QTP advisor to ensure they get all of the benefits available to them. Also, if you know anyone thinking about retiring as a result of the layoffs, please tell them to contact their QTTP advisor first — because if they retire, they will not be eligible for layoff benefits.

Health & Welfare: There were three ill members this month and cards were sent to all. Remember, if you know of any ill members, please let us know so that we can send them a card.

Mary King also let the club know that Ronald Roller is doing well. He is now in a wheelchair, but he is doing good.

Legislative Report: Carl Schwartz gave the report. He reported the District 751 Legislative Conference is taking place in Washington, D.C. this week. Machinists come from all over the country, along with representatives from other unions, to meet with Congress about important issues. The IAM covers every state and almost every Congressional District in the U.S.

He also spoke about the Air Force Tanker. Recently, it was decided that one company would be awarded the tanker contract. There will be no split contract. There hasn’t been a decision made regarding which company they will award it to. Legislative Director Larry Brown is in Washington, D.C. right now pushing for an American made tanker — one that should be built right here in Washington state.

The legislative committee sent a letter to Governor Gregoire last month asking that she remember the need for specific senior programs when making budget cut decisions.

Carl also reminded the Club that there is an MNPL drive currently running. Carl reported that he gives $1.00 each month to MNPL. It’s an important part of this Union — and allows us to fight for our issues.

He reported that Congressman Reichert supports a requirement that people buy their own insurance from for-profit corporations. These are the same corporations that pay their executive officers exorbitant amounts of money. We should have public-supported healthcare from a non-profit company. That is the only way that Healthcare in this country will get better.

Birthdays & Anniversaries: Ruth Render read the Birthdays and Anniversaries. There was one birthday — Helen Miller. There was also one anniversary — Jim and Loreta Bostwick celebrated their 50th Anniversary this year. The membership sang “Happy Birthday.”

Good and Welfare: Tom O’Brien told everyone about the upcoming Terry Home 17th anniversary.

Continued on page 11

At the Seattle Union Hall every Monday at noon, following the 11 am Retired Club business meeting, those attending are treated to a free lunch.

Huber Retires After 52 Years

J.L. (Leroy) and Helen Miller and John Guevara discuss ways to get more seniors involved in the Alliance for Retired Americans

Calendar

• Save the date – Annual Retired Club Picnic, Monday, August 10th at Woodland Park, Stone 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.

• Alliance of Retired Americans South Area Chapter meets the second Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). We share information about developments affecting seniors, we decide on letters and e-mails to public officials expressing elders’ concerns and what is happening to us. We want to make sure this community has at least one organization of elder advocates that our members can participate in. This is the only organization of elders in South King County which has the backbone to stand up against negative proposals. Come on in and sit in and see what goes on. For more info, contact Leroy Miller at 206-878-0601.

End of May Retired Club Business Minutes

June 2009 751 AEROMECANIC Page 9
8th Annual Flight for Sight Fun Run & Walk

Runners, joggers, walkers take part in the 8th annual Flight for Sight Fun Run & Walk on Saturday, June 6th at the Everett Aviation Activity Center (6066 Beach Ave W, Everett). All proceeds benefit Guide Dogs of America.

Participants have several options:
1. 1 mile walk  
2. 5K (3.1 miles) run/walk course is flat and easy  
3. 10K (6.2 miles) run only course (challenging)

Pre-registration is $25 and includes a t-shirt. Race Day registration is $30 and includes a t-shirt (not guaranteed). Registration forms are available at all Union offices or visit www.iam751.org/runfun.

Do your part - raise pledges, turn in pledges and strut your stuff to support Guide Dogs of America.

Machinists ‘Dog’ Days offer discounts at Pacific Raceways

Machinists Union members have a chance for discounted tickets to a major racing event at Pacific Raceways this season.

June 17th, 20th and 21st are the Lucas Oil Divisional races, which features top alcohol dragsters, funny cars, etc.

Tickets are $5 with proceeds going to Guide Dogs of America. The race track has dubbed the tickets “Dog Days” at the races. Tickets are available at the Local Lodge meetings and at the Union halls. This is a really good deal so get your tickets NOW! Your $5 ticket is good for entrance to the races one day (Friday, Saturday or Sunday) - your choice. You will also attend additional days, simply purchase an additional $5 ticket. Note: Parking is $5 per vehicle.

For more info about the races, call the raceway at 253-639-5927 or visit www.pacificraceways.com.

Internal Boeing Forklift Rodeo Competition - June 13

The annual Boeing Material Handling Forklift Rodeo will be held on Saturday, June 13th to select Boeing’s eight team members who will compete at the Regional and State level competitions.

The annual Boeing Material Handling Forklift Rodeo will be held on Saturday, June 13th to select Boeing’s eight team members who will compete at the Regional and State level competitions.

If you plan to compete, let your manager know so we have an accurate count. All Boeing employees and their families are invited.

Our Boeing team of eight will compete in the Western Region Event where they go head-to-head against the best forklift operators in Western Washington. The top eight competitors from the Region event will then advance to the finals this year at the National Industrial Safety Conference in September.

Retired Club Minutes

Continued from page 9

Annual Show and Shine taking place on Sunday, May 17. All proceeds will go to Terry Home, Inc., a non-profit organization benefiting the survivors of traumatic brain injuries. It will take place at the Auburn Eagles Club.

854-1700

Auburn Eagles Club.

1998 CHRYSLER CONCORD. Very clean, low miles, leather interior. $2,195 OBO 206-854-1700

751-A STEEL & WHEEL SUPER SHOW - AUG 15

Local 751-A Steel & Wheel Super Show to benefit Guide Dogs of America. The Show will take place Saturday, August 15th. 10 a.m to 3 p.m at the Seattle Union Hall (1935 11th St, Seattle, WA). Join us for fun, food and music while you browse these incredible vintage and modern vehicles. Raffle tickets for great prizes! Entry fee $20 per vehicle pre-registration, $25 day of event.

Cleckhob A-1 8 a.m.-9:30 a.m. For more information call 425-763-1201 ext. 3319.

$2,000 MasterCard Drawing

Local F is holding a fundraiser drawing to benefit Guide Dogs of America. The prize is a $2,000 MasterCard gift card. Local F officers will be selling tickets at Local Lodge meetings. Tickets are $5 each.

Drawing will be held at the Local F membership appreciation barbecue on August 12, 2009. Need not be present to win. 3,000 maximum tickets sold. If you would like more information on where to purchase tickets, call 1-800-763-1301, ext. 3943.

Labor History

Continued from page 8

that needed none. With the workers back on the job, the authorities no longer had the ability to arrest strikers because every worker technically following the authorities no longer had the ability to arrest strikers because every worker technically following orders.

Months passed and numerous attempts were made to make a compromise. Still, workers fought for the eight-hour day. Increasing pressure from the Federal government, the military, and local political leaders eventually forced the lumber companies to make a compromise. In late February, the announcement finally came: the eight-hour day would become effective on May 1, 1918 — May Day.

Other reforms soon followed. Logging camps that needed none. With the workers back on the job, the authorities no longer had the ability to arrest strikers because every worker technically following orders.

7th Annual Puppy Putt Motorcycle Run for the Dogs

The seventh annual Puppy Putt run for the dogs motorcycle rally will be held on Saturday, June 27 and benefits the Guide Dogs of America. Registration donation of $25 per rider/driver (before June 5th) and $30 donation for non-rider after June 6th. $10 donation for passengers. South start at Sound Harley Davidson (16212 Smokey Pk Blvd, Marysville).

8:00 a.m. • Registration  
10 a.m. • Last Bike Out  
Ride ends Downtown Harley (1776 E Valley Rd, Renton)  
5 p.m. Awards ceremony Downtown Harley

The event promises to have prizes, performances, memorabilia, demonstrations, food and fun. This year’s event is co-sponsored by Big Dog, LLC.

For more information, call Dave Bruere at 425-760-4563 or visit the web site at http://www.puppyputt.com/
Aiming High: Emily DeFreese Wins IAM Scholarship

She’s an honor student at Stanwood High School. She’s been historian for her father’s union. That was clear in an interview that took place between school and various other commitments she has made to the community (this young lady does so many volunteer activities that, to list them would make your head spin!). “I know we’ve always been a one income family, and our Dad has always been our provider.” Group positions are given, where she works at the Everett plant. “He’s worked there for twenty-two years and seeing just how hard work makes me want to set goals for myself. He taught me the importance of a good work ethic.”

The outstanding father-daughter team does have a little fun. When her Dad talked to her about his hobbies, Emily mentioned that her Dad taught her to hunt and fish. And now, at eighteen years old, Randall says that Emily is “the best fishing and hunting partner ever.” The young woman, now a senior in high school, is planning to attend Brigham Young University next fall, where she will enter the Nursing Program. She plans on becoming a para-medic in the future – and has even set a goal of signing up for the American Red Cross program. If her recommendation letters are any indication of her capability coupled with kindness, she is definitely just the person for the job! In one letter to the Scholarship Committee, Emily’s science teacher wrote that she demonstrates “those characteristics required of a natural leader.” Another instructor, Jordan Sneva, goes on to write that Emily’s strong work ethic, paired with her “con-tagious smile and outgoing personality” have made her one of the most respected girls at her school.

While extremely busy planning for her graduation as the 5th ranking student out of 394 in her graduating class, Emily continues to live in a spirit of giving. She said, “I stay involved in the community a lot – it’s important. I’ve worked hard in high school and I know that being involved is important. I like to have a good attitude about everything and I know how important it is to have a good work ethic.” And when someone doesn’t just talk the talk – she walks it as well. Right now, in the midst of all the graduation craziness, Emily is in charge of a baby food drive.

This deserving young woman will receive her IAM Scholarship Award on June 12 during a special ceremony at the high school. Two weeks later, on June 12, she will officially graduate. Her parents, Randall and Laura DeFreese, are sure to be the happiest couple in the room for both events. They won’t be alone in their excitement, though. Emily DeFreese continues to prove herself a natural leader. She epitomizes her community. She evokes the true union spirit of giving and involvement. She inspires everyone she comes in contact with to go that extra mile for their neighbors. For that reason, District 751 is excited to see her receive the award also. This young lady is more than just a woman coming into the world, and the IAM is proud to be a part of giving her the tools to do so.

Career Advisors Go That Extra Mile to Help Members

Continued from page 1

both off-site and on-site facility locations with hours to accommodate all three shifts. Keep in mind that members are entitled to Education Assistance (EA) beneﬁts after layoff – even if they ﬁnd other employ- ment. Again, it is the Career Advisors who will help members utilize beneﬁts and ﬁnd training that best ﬁts their needs. Often a future employer will be swayed to hire someone if they can offer to take additional training for the new position (paid for by EA beneﬁts).

Helping others is more than just a job for these Career Advisors; it is a way of life. To be effective, these Career Advisors have developed an extensive network that includes people from technical and community colleges, unions, local government, workforce development councils, and area employers – to ensure they are aware of every available option for a member. By working as a team, advisors throughout Puget Sound can help members navigate through the ERT system, and among the advisors is key to their success since govern-ment programs, labor markets, and educational oppor-tunities are continually changing.

If members need additional time with an advisor, these concerned workers stay late. If more members on second shift are asking for appointments, advisors change their work schedule. This ﬂexibility demonstrates their com-mitment to our members. They understand the needs of our members and respond accordingly. Perhaps the fact that they are also IAM-members with Union representation in their careers makes them a "union family" connection to the membership.

Brenda Ames is just one of the Career Advisors who has spent years helping others – through various layoffs, upswings and transfers. She, along with other advisors, have been involved in grant writing, job fair planning, trade adjustment assistance, extended unemployment beneﬁts and numerous other activities to name. Time and again, advisors have gone above and beyond the call of duty to ensure a member gets into the training program they wanted, to help cut through the red tape to secure additional training and unemployment beneﬁts, to prepare individu-als for a job interview, to ﬁnd a new employer or simply to be there and allow the member to vent their frustration. "Personally, I wouldn't want to go through a layoff without a Career Advisor. The system is too complex and complicated. We're here to help smooth over the ripples and help determine the next steps so the process is not as overwhelming," stated Brenda Ames. "As advisors, we recognize there may be other life challenges happening at the same time and often we serve as their sounding board. Most members are not aware of how we can help. With us, there is no agenda. It is simply what do you need. Once members have met with us, they realize we will not do the work for them. They are successful, they seldom return to a Career Advisor." Laid-off members should check back occasionally with an advisor to stay apprised of other funding options that might come available (i.e. Union Filing Trade Adjustment Assistance). Again, Education Assistance (EA) beneﬁts are available even after you ﬁnd other employment.

These very caring individuals have years of experi-ence and a wealth of resources to assist members in crafting a path for their future – inside or outside of Boeing. Take advantage of their knowledge and make an appointment today (1-800-235-3453 or www.iam-boeing.com).

751 member Randall DeFreese and wife Laura are extremely proud of daughter Emily, who graduated with honors and won the IAM Scholarship. Emily will attend Brigham Young University in the fall.