Investments for Tomorrow’s Workforce

District 751 President Tom Wroblewski praised a $3 million state investment in aerospace job-training programs, and pledged the union’s support in helping Boeing to ensure the state of Washington remains the world leader in aerospace manufacturing.

“We are working diligently with our partners at Boeing to ensure that we have the most skilled workers in the world today and into the future,” Tom Wroblewski said. “We have been meeting with the company and are excited at the partnerships we have formed to reach our workforce training goals.”

Wroblewski was one of the speakers at a May 16 press conference inside Boeing’s Renton plant where Washington Gov. Chris Gregoire announced she is committing $3 million in federal workforce training funds to the aerospace industry.

Governor Gregoire announced $3 million in federal workforce training targeted for the aerospace industry. Inset above District President Tom Wroblewski talked with media about our efforts on training.

Delivering Our Message Face to Face in D.C.

A most unusual thing happened on the way to the 2011 IAM National Legislative Conference, or rather the most unusual thing didn’t happen. There was no lobbying for a U.S. Air Force tanker.

For the past decade, the tanker contract has been the central focus of your Legislative Committee. That decade of effort finally paid off on February 24 of this year when the Air Force announced that Boeing would build the next-generation tanker right here at home.

Wroblewski shared the stage with Renton Business Reps Joe Crockett and Tommy Wilson, and a dozen District 751 Machinists. The money – which includes funds for new equipment at the Inland Northwest Aerospace Technology Center in Spokane — will be enough to train about 500 Washington state residents for aerospace careers, the Governor said.

“This investment is a double win for Washington state,” Gregoire said. “It helps those individuals negatively impacted by the national recession receive training to move toward a stable and good-paying career. And it ensures our aerospace workers have the cutting-edge skills needed to design, build and maintain the aircraft of tomorrow – helping our 650 aerospace companies grow and create new jobs.”

Wroblewski agreed. “We at the Machinists Union know that workforce training and education are key to retaining skilled workers. There was plenty of work to keep your 751 Machinists Union members in Renton shared the stage with Union and Boeing leaders as Governor Gregoire announced $3 million in federal workforce training targeted for the aerospace industry. Inset above District President Tom Wroblewski talked with media about our efforts on training.

Continued on page 3

NLRB Case Moves Forward

The next stage in the National Labor Relations Board’s complaint against the Boeing Co. will get underway this month in a federal courtroom in Seattle.

Unless there’s a last-minute settlement, the company will have to go before a judge to answer a federal attorney’s allegations that top executives broke the law when they moved 787 work from Everett to South Carolina in retaliation for Machinists Union strikes in 2005 and 2008, and to threaten union members with further job losses should there be strikes in the future.

That hearing is set to start on June 14, when lawyers for Boeing and the NLRB will make preliminary motions before the judge.

After several days of that, attorneys for the parties will start calling and questioning witnesses and presenting other evidence. The hearing is likely to last for several weeks, with a decision to come later.

The judge makes his or her ruling, the losing side will have the right to appeal the decision to the National Labor Relations Board itself in Washington, D.C., and NLRB decisions can be appealed into the federal courts.

Attorneys for District 751 will be in the courtroom on June 14 to represent the interests of the union, but at this point, the case is in the hands of the NLRB, which is pursuing it in much the same way.

Continued on page 4

COLA Generates 27 Cents Effective June 3

Effective June 3, 2011, a 27 cent cost-of-living adjustment (COLA) will be added to the hourly wage rate for IAM members at Boeing. This brings the total hourly COLA gain under the current contract to 31 cents.

The 27 cents was generated for the quarter February, March and April 2011. COLA is generated quarterly under the IAM contract with Boeing and is based on the federal government’s Consumer Price Index. The next quarterly COLA payment will be September 2, 2011.
Lux Retires After Years of Dedicated Service

District 751 bid farewell to a dedicated union member as Tom Lux retired on May 31. Tom has been a driving force behind our labor history committee and the push to better document, collect and display relics of the past. His fans in South Carolina — like Sen. Jim DeMint and Gov. Nikki Haley — have argued that Boeing should be allowed to do what it wants to its back to school and earned a degree in industrial safety and health. There he focused on education and went on to write Career Guides so members to learn specific tasks involved in this capacity, he met with hourly members interested in a particular job would be encouraged others to take advantage of the IAM/Boeing Joint Programs – overseeing the day-to-day operations of training and safety programs – ensuring our workforce is trained for the future. Those same laws also state that em- ployers absolutely cannot retaliate against workers who go on strike, just like they can’t threaten them with dire warnings of what will happen should they go on strike sometime in the future. But that’s just what Boeing insiders and their official spokespeople did: they said they were moving our work to Charleston because we strike too much.

In the past, when companies have done this, the courts have ruled that the legal remedy is to put things back the way they were before the company broke the law, which in this case would mean that Boeing would have to move our 787 final assembly work back to Everett, plus bring back the 787 parts fabrication work it took away from Auburn, Port- land and other sites. That’s the truth in this case, but it’s a truth that has been ignored by a lot of newsprint. Those labor history buffs who seem to think that Boeing is big enough and powerful enough to be exempt from hav- ing to follow the laws of the rest of American companies—or America’s citi- zens. It’s the same kind of thinking that got our country into this recession: but instead of Wall Street banks being too big to fail, they seem to think Boeing’s too big to big.

We have been willing to exercise our rights under those laws, and the average Machinist last year made about $28 an hour, with good health benefits and a pension. Those are good, solid middle-class jobs, the kind of jobs that allow people to buy a home and send their kids to college. Boeing

Continued on page 4

by Tom Wroblewski, District President

We’ve all heard it said that “truth is the first ca- sualty of war.” What I’ve learned lately is that the same is true when government law enforcement agencies take action against large American companies that have powerful politi- cal allies.

What I’m talking about, of course, is the recent National Labor Relations Board (NLRB) complaint against the Boeing Co., where the truth has taken a beating from Boeing, Republican lawmakers and Rupert Murdoch’s conservative media outlets like Fox News and the Wall Street Journal.

Last month’s Wall Street Journal opinion piece written by Boeing CEO Jim McNerney was a great example of this. In it, Mr. McNerney was quick to put himself on the back for investing during a recession to build the now 787 plant in Charleston and create new Amer- ican jobs. His fans in South Carolina — like Sen. Jim DeMint and Gov. Nikki Haley — have argued that Boeing should be allowed to do what it wants to its Puget Sound workforce, because America needs those South Carolina jobs. Really? Maybe it takes a Harvard MBA to understand this, but I can’t see how taking thousands of jobs away from our members in Everett and giving them to South Carolina workers grows the U.S. economy at all. If anything, the Charleston move hurts the American economy, because those workers are not here, we are, meaning that there’s less money circulating among our nation’s working people.

Mr. McNerney and his fan club like to talk about jobs they’re “cre- ating” in South Carolina, but they certainly omit key facts about the cost Everett will have to pay. Right now, we have more than 3,300 District 751 members working on 787’s in Everett. Some of them are working on the main assembly line. Many of them are re-working the 39 planes Boeing has stuck around Paine Field, waiting for the Federal Aviation Administration to certify the 787 for passenger use. Once that happens, all the planes that are al- ready finished will have to be modified so that they conform to the FAA’s stan- dards – which will be no easy task, given all the problems we’ve had due to the outsourcing plan for the 787.

Some of our union members are also starting work on the second 787 line in Everett, the so-called “surge line.” You’ve probably heard about the company’s plan for that: they’re install- ing tooling and fixtures in the Everett plant up and running. Boeing plans to shut the Everett surge line down. That will take place sometime in 2014, the company told our members recently. About the time employment at Charles- ton hits its peak.

So what does this mean? At the end of three years, we estimate as many as 1,800 jobs on the 787 line will be gone. How did this situation come about? Because Boeing broke the law.

We all know why Boeing opened the 787 assembly plant in Charleston. We know it because Boeing executives told you, told me and told everyone who would listen that they were moving our work to South Carolina because mem- bers of our union engaged in what the lawyers call “collective activity.”

Yes, we went on strike. And you know what? We had every right to. The laws of the United States spell out clearly that workers have a right to engage in collective bargaining, and the right to withhold their labor if that’s what it takes for them to get a fair con- tract.

What I’m talking about, of course, is that there’s less money circulating among our nation’s working people.

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What I’ve learned

When I had a chance to be in one, I got really focused on education and went on to write Career Guides so members could build up to three airplanes a month – tooling that’s identical to that on the main assembly line. But as soon as the South Carolina plant is up and running, Boeing plans to shut the Everett surge line down. That will take place sometime in 2014, the company told our members recently.

From that belief, he has lived his life with a passion to build a better community evident in all his actions. Whatever the endeavor, Tom gave 100 percent.

After graduating from Marquette University, he spent one year in Boston doing drafting before going to work in a foundry and then an industrial union. He instantly became involved in the Union and was on their bargaining committee for a couple years as well as serving as Union Steward.

“I was always interested in Unions so when I had a chance to be in one, I got involved immediately,” Tom recalled.

While working in Milwaukee, he again focused on education and went back to school and earned a degree in industrial safety and health. There he met his wife Pam. After completing his second degree, he spent a little over two years traveling the 48 states before set- ting in Seattle.

He hired into Boeing in 1988 as a Machinist Parts Inspector after working in several jobs in the metal fabrication plants. He served as Union Steward, on the 751 District Council, as Local F Auditor, was a Student Shop Foreman, Grand Lodge Delegate, Contract Study Committee, Legislative Committee, organizing drives, and a vari-
MNPL Drive Will Pay Off for Machinists

Thanks to the efforts of members, Union Stewards, Business Reps and staff, District 751 has more political clout – more than $50,000 per year to be exact. The additional money is generated through cash donations and from 822 members who signed new or additional payroll deductions for the Machinists Non-Partisan Political League (MNPL).

Because we cannot use Union dues money for political purposes, a separate authorization for payroll deduction must be obtained where members agree to money being used for political purposes.

The four-week drive to get more involvement in MNPL was a success. Although everyone worked hard on the drive, there are several individuals who deserve special recognition for their efforts as the most avid recruiters.

Jared Moschkau captured first place in all three categories: most money, most cards and most “We Are One” t-shirt sales. Dave Cannon finished second in most new cards and third in most money. Kathy Vanderberg took second in most money. Tom Keller finished second in “We Are One Sales” and Michael Schmale finished third in “We Are One” sales.

The importance of MNPL continues long after the drive is over. Securing the 767 tanker deal earlier this year is a fine example of MNPL at work. Fighting to preserve Social Security, company pension plans, an industrial policy, Medicare, and other worker issues are the focus of MNPL and the candidates it supports in the legislative arena.

Every Steward and member who participated or signed up for a deduction is applauded for their efforts in increasing our legislative power. The drive did more than just generate money. It also educated members on the importance of being politically active and encouraged members to become more involved in the political process.

Political Director Larry Brown (l) and Business Rep Heather Bartlow (r) thank Dave Cannon for his MNPL efforts.

At the conference, the District 751 Legislative Committee worked with other local lodges from Washington state on several important issues. The air transportation and railroad locals needed, with the help of 751 delegates, to lobby against proposed changes to the National Mediation Board rules for union representation elections; changes to make it nearly impossible for workers to successfully vote for a union. The Committee also lobbied on behalf of our Brothers and Sisters in the federal sector. Just like workers in the private sector, union members in the federal government are fighting to keep their pensions.

There was no shortage of items to work on in our nation’s capital. Those issues included protecting NASA, Social Security and Medicare. The Committee also lobbied for Occupational Safety and Health Administration jurisdiction for flight attendants, funding for Amtrak and collective bargaining for VA workers and for FAA reauthorization.

The Legislative Committee of District Lodge 751 learned there really is life after the tanker.
Boeing Lawyer Expects to Lose

The Boeing Co. will lose its efforts to defend against a National Labor Relations Board complaint before both an administrative law judge and the NLRB itself.

That’s what Boeing’s lead attorney said May 12 during testimony before a U.S. Senate committee.

“I do expect to lose,” said Michael Luttig, who is an executive vice president at Boeing as well as chief counsel.

He said that Boeing then plans to spend the next four years fighting the case through federal appeals courts, even though that will cast a shadow on Boeing’s efforts to develop its South Carolina operations.

Luttig was one of four witnesses to give testimony at the May 12 hearing of the U.S. Senate’s Committee on Health, Education, Labor and Pension. The hearing was called so that Senate members could consider ways to reverse the decline of America’s middle class, but Republicans allowed Boeing’s lead lawyer to turn it into a debate on the NLRB’s complaint against the company.

Boeing is scheduled for a June 14 hearing before a federal administrative law judge in Seattle to face the NLRB’s accusations that it violated the rights of District 751 members by taking away their work on the 787 program as punishment for past strikes and possible future strike activity.

Luttig said that the witness table and read an 18-page legal brief that outlines Boeing’s defense against the NLRB complaint – a defense that NLRB lawyers already investigated and rejected. Meanwhile, Republican senators attacked the NLRB for its efforts to enforce the law, repeating Boeing’s claims that the agency is “over-reaching” as it seeks a remedy for the way the company intimidated Machinists.

But Democrats on the panel struck back, saying that Boeing’s political allies have behaved similarly since the complaint was announced on April 20.

Sen. Harkin, who was chairman of the hearing, particularly criticized Boeing executive Jeff McNeary for his comments in the Wall Street Journal on May 11. Harkin said they amounted to a thinly veiled threat to move Boeing work out of the United States altogether unless the company gets its way in the NLRB case.

Boeing has $19.5 billion in federal government contracts, Harkin said. “It seems to me that Mr. McNeary, instead of making veiled threats, should be saying ‘thank you.’”

Harkin also chastised Luttig, who had gone on at length about how Machinists had made “unreasonable demands” in 2009, during failed talks to secure second 787 line for Everett, including requests for 3.5 percent pay raises as part of an 11-year labor deal.

Luttig himself got a 34-percent raise in 2009, Harkin noted, which brought his pay to $3.7 million.

“Why shouldn’t employees at Boeing get a 34 percent increase, Mr. Luttig?” Harkin asked. “What’s going on here? Why shouldn’t employees also have a share of that?”

Luttig responded with a smirk, saying that as a senior corporate officer, the size of his paycheck is public record, and “this very instant, I have a sense that it’s not enough.”

Harkin also criticized Boeing for doing its part to undermine America’s middle class. The average Puget Sound Machinist, he said, makes about $28 an hour, while the person doing the same work in Charleston is paid about $17 an hour.

One makes $56,000 a year while the other makes $33,000. “Hardly anyone’s getting wealthy,” Harkin said, but “it’s the same person, doing the same job, for less. This has all the appearances to me of a race to the bottom and that’s what’s happening to the middle class.

Boeing has been offered several chances to settle the NLRB complaint without going to a trial. Harkin noted that Luttig said Boeing would rather fight it out.

Even though Boeing’s Charleston operations have not been affected by the current action, Luttig complained that the company’s efforts there have been hurt. It’s hard to justify further investments in South Carolina, given that “the federal government is seeking to close Charleston,” he added, saying that the issue is likely to end up before the Supreme Court, which could easily mean four years of uncertainty and delays before a decision is reached.

But Luttig’s assertion that the NLRB is going to force the closure of the Charleston plant isn’t true, noted Sen. Richard Blumenthal, D-Conn. “Even if there is a finding against you, the remedy may be completely different,” he told the lawyer.

Away from the hearing, the lead attorney for the International Association of Machinists & Aerospace Workers, Chris Corson, dismissed Boeing’s protest about how the NLRB complaint unfairly casts a shadow over Charleston’s future.

Boeing has known about the federal probe since March 2010, he noted, yet it continued to aggressively move forward with its South Carolina plans, even though it knew it was investing in facilities that could be tied up in a legal challenge.

“Boeing brought risk of harm upon itself,” Corson said. “And it compounded any harm itself by its own tactics of doing business.”

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Local 751-F was rolling in the money at the Unity Bowl charity bowling tournament held May 22. The event raised more than $7,000 for the Machinists Non-Partisan Political League (MNPL).

There was fun to spare and prizes for every participant, as well as a hamburger lunch to fortify bowlers for their final games. The top two teams received a cash prize (see winners photos below). Doug Allen, a new hire who is still in the ERC, captured both men’s high series and high game while Joyce Wray took the titles for the women.

Special thanks to all who donated prizes for the participants in the annual event.

Moses Williams was one of the many kids bowling.

Randy Haviland picks up a spare.

Carver White throws a strike.

Mitchell Christian shows the follow through that helped his team finish in second place.

Congratulating the men and women’s high game and high series winners Doug Allen (middle) and Joyce Wray (2nd from right) were Local F President Dwyane Johnson, Dist. President Tom Wroblewski, Dist. Sec-Treasurer Susan Palmer, Congratulating the 1st place team L to R: Local F President Dwyane Johnson, Dist. Sec-Treasurer Susan Palmer, Roger Chester, John Phillips, Steve Reid, Rodney Mesta, Ron Baker and Dist. President Tom Wroblewski.

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- Jesse Cote & Loren Guzzone
- John Hall (Lodge 63 – Portland OR)

Carver White throws a strike.

Chase Allen shows his bowling style.

L to R: Local F President Dwyane Johnson, Dist. Sec-Treasurer Susan Palmer, Malina Holden, Paul Velykamp, Tina Wison and Dist. President Tom Wroblewski were all smiles at the presentation of the ‘We Tried’ trophies.

Renton Technical College has a unique opportunity for a motivated subject matter expert to deliver assembly mechanic training at its Renton campus. It is looking for an individual with good communication skills and extensive experience doing assembly work.

- Do you have several years of experience in aerospace assembly?
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Look into joining the staff at Renton Technical College to help prepare the workforce of the future. Send your inquiries to Dante Leon, dlecon@RTC.edu. Download application package at www.RTC.edu/hr.

Renton Technical College (3000 NE Fourth St, Renton, WA 98056).

Wanted: Aerospace Assembly Mechanic Instructor

On May 19 the Seattle Manufacturing Industrial Council organized “A STEM Agenda: Connecting STEM with Workforce Education” conference. STEM stands for science, technology, engineering and math, educational fields necessary for our workforce and industries to compete in the global marketplace. The jobs in industry today require more STEM than ever before. These classes must be emphasized throughout high school and college.

This conference was held at the Puget Sound Industrial Excellence Center at South Seattle Community College’s Georgetown campus and was sponsored by District Lodge 751, the Aerospace Joint Apprenticeship Committee, the Boeing Co. and others interested in bolstering our students’ ability to find and fill high-paying manufacturing jobs. Two prominent educators, one from Harvard and one from MIT were the keynote speakers.

In today’s economy and one from MIT were the keynote speakers.

- Do you have several years of experience in aerospace assembly?
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**MONEY to SPARE for MNPL**

**Union Sponsors STEM Education Conference**

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Carver White throws a strike.

Mitchell Christian shows the follow through that helped his team finish in second place.

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The smile of relief was evident on the faces of retirees Leroy and Helen Miller when their "union family" came to the rescue recently.

Machinists Union members are known for helping others in need, but when one of our own who has been very active needs help, it is even more pressing.

Helen and Leroy Miller have been active in the 751 Retired Club for many years – volunteering their time and helping others when they can. When Helen was suddenly confined to a wheelchair, they realized that they would need help to get to a doctor’s appointment in two days. They phoned the Seattle Union Hall to talk to a fellow retired club officer on Monday, May 16 - the day of the Saving Social Security conference. The staff person who got the call realized they would not ask for help. Steward Coordinator Ed Lutgen recruited Loren Guzzone, Robley Evans, Ed Lutgen, David Henry and Leroy Miller. Helen was so relieved to be able to get in and out of the house. Only a day after hearing of their need, 751 members jumped into action and built a ramp for Helen Miller. Standing L to R: Loren Guzzone, Robley Evans, Ed Lutgen, David Henry and Leroy Miller. Helen was so relieved to be able to get in and out of the house. "It is really great because now I can get in and out of the house. When I’m finished with the wheelchair, the ramp will allow easier access in and out of the house," said Helen. "The Machinists have truly been a lifesaver."

L to R: Dave Brueher, Mark Blondin and Mark Hartman help sort food at the Everett location.

A Quick Call Brings Instant Results for 751 Retirees

When Helen was suddenly confined to a wheelchair, they realized that they would need help to get to a doctor’s appointment in two days. They phoned the Seattle Union Hall to talk to a fellow retired club officer on Monday, May 16 - the day of the Saving Social Security conference. The staff person who got the call realized they would not ask for help. Steward Coordinator Ed Lutgen recruited Loren Guzzone, Robley Evans, Ed Lutgen, David Henry and Leroy Miller. Helen was so relieved to be able to get in and out of the house. "It is really great because now I can get in and out of the house. When I’m finished with the wheelchair, the ramp will allow easier access in and out of the house," said Helen. "The Machinists have truly been a lifesaver."

Above: Chris Louie stacks the bins after they are unloaded. Left: Thong Trang and Mark Hartman unload a letter carriers’ truck returning from their route.

Volunteers construct the wheelchair ramp for an area resident.

Photo left: Clark Fromong, Rob Curran and Vennie Murphy are regular 751 volunteers at the Tacoma Rescue Mission

50x798 to 274x931

Volunteers continue to answer the call for help in the community. Whenever the Puget Sound Labor Agency receives a request for a wheelchair ramp, the next call goes out to 751 and our members always respond! In May, 751 volunteers built a ramp for a resident in Federal Way.

In addition to building ramps, 751 members and their families also regularly assist both the Tacoma Rescue Mission and the Everett Gospel Mission. There, volunteers prepare meals, serve food and provide company to those less fortunate.

Thanks to all our volunteers who continually help build a better community.

Communit
Volunteers Install Art Panels for Auburn Clean Sweep

A gray gravel parking lot in Auburn is now surrounded by sparkling color, thanks to the efforts of District 751 volunteers.

Thirteen District 751 MVPs worked together to install a 150-foot long “art panel” during the city of Auburn’s annual “Clean Sweep” event on May 7.

“It was one of the best projects we’ve ever done,” said Robley Evans, who is the chairman of the union’s Machinists Volunteer Program committee. “It was way more fun than cleaning junk off the freeway on-ramps.”

Auburn’s Clean Sweep is a citywide spring-cleaning event that attracts a wide range of support from volunteer groups. In the past, District 751 volunteers have taken part and been assigned to basic chores like sweeping public spaces and picking up trash.

This year, however, organizers decided to take advantage of the skills Machinists can bring to the job, and assigned them a construction project: installing a mural on the edge of the parking lot that’s about a block from the Auburn Union Hall.

The work required sinking 18 fence posts on the edge of the lot—something that volunteers accomplished after work on May 5.

On May 7, the group came back to hang 8-foot mural panels on the fence posts, drilling holes and bolting the panels in place to create a colorful screen around the otherwise drab and muddy parking area.

In all, more than 600 people volunteered during the Clean Sweep event, which took place under steady rain.

Auburn Mayor Pete Lewis thanked the Machinists and other volunteers. “Clean Sweep is in its ninth year. I’m glad your support and heart have always been there,” he said. “I am so proud to live in a town like this where people love and care for their community.”

To see video of the Machinists volunteers in action, go to our YouTube channel: www.YouTube.com/IAMBuildingCommunity.

Union Supports ECF Contribution Effort

District 751 understands the importance of encouraging our members to take part in the Employees Community Fund (ECF) and held “kick-off” lunches in May with Union Stewards to emphasize that message.

The Union is encouraging all members to make a difference for people in the community by signing up to contribute to ECF.

In recent years, hourly contributions have declined—mainly because pledges could only be processed through TotalAccess online. While many members could more easily and safely stand to accept their awards after competing in various events.

When the Special Olympics needed to revise their awards platform, they knew who to call—the Machinists Volunteer Program.

Without hesitation, this enthusiastic group took on the challenge of cutting down the medal platform so kids could more easily and safely stand to accept their awards after competing in various events.

The volunteers not only trimmed six inches off each of the three award platforms, but went one step further. They also added handrails so the kids would be safer when stepping up on the platform.

In addition, the old platforms simply had 1st, 2nd, 3rd displayed on tape and sharpie pen. The MVP’s created large stencils and painted a professional 1, 2, and 3 to denote the top categories, and painted on the Special Olympics logo, as well.

The project will make future award ceremonies a bit more special—just like the athletes who compete in the events.

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Donations Deliver for Area Food Banks

Unemployed workers in Snohomish and King counties will have a better chance of avoiding hunger this spring, thanks to members of District 751.

The union’s Women’s Committee collected more than $1,800 and close to 500 pounds of food during its annual April food drive to benefit the Puget Sound Labor Agency food bank. The agency operates food banks in Everett and Seattle that support unemployed union workers and their families.

The total included $637 collected by members of Local 751-C, who passed the hat at their April lodge meeting.

District 751’s donations will be matched-dollar-for-dollar and pound-for-pound by the Feinstein Foundation, a Rhode Island organization that’s dedicated to fighting hunger. Combined, “this will be a big help,” said Steve Fox, the Labor Agency’s executive director.

The agency reports that it is feeding 38 percent more people this year, compared to 2010.

“The need is really great this year,” said Susan Palmer, the union’s secretary/treasurer. “Unemployment is high, and many of the people who are working don’t earn enough to make ends meet. As a result, the food drive is running out of food almost every week.”

While the food drive is over, District 751’s efforts to support the Labor Agency will continue. Women’s Committee members are selling buttons sporting the Special Olympics logo, as well.

In June, District 751 volunteers will again use their skills to support the union’s Women’s Committee, who will be selling buttons sporting the Special Olympics logo, as well.

District President Tom Wrobleski recalled the long history of District 751 members participating in ECF and encouraged continued support.

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**Puppy Putt Motorcycle Ride June 18**

Puppy Putt 9, District 751’s annual motorcycle fundraiser to benefit Guide Dogs of America, has been scheduled for June 18. The event will feature two groups of riders, one leaving from Sound Harley-Davidson, at 16212 Smokey Point Blvd in Marysville, and the other from Northwest Harley-Davidson at 8000 Freedom Lane NE in Lacey.

The two groups will take part in a poker run that will wind up at the Seattle Hall, at 9125 15th Place S. in Seattle, for an afternoon of motorcycle-themed fun, food and music.

Harley-Davidson dealerships around Puget Sound are major sponsors, but organizers stress that Puppy Putt is an “all breed” event, open to riders of all makes of motorcycles. Details can be found online at www.PuppyPutt.com. District 751 organizes the annual ride as a fundraiser for Guide Dogs of America.

**Guide Dog Charity Golf Tournament Sunday, July 17**

The 20th annual Guide Dogs of America Charity Golf Tournament will be July 17 at Willows Run Golf Course in Redmond. The annual event is sponsored by District 751, and is a fundraiser for Guide Dogs of America.

This year’s tournament will be a scramble format with an 8 a.m. shotgun start. The winning team will get a trophy along with $100 for each person on the team. Individual prizes will be awarded for the longest drive and any holes-in-one. There will also be prize drawings.

Registration is $90 per person, which covers greens fees, cart rental, a tournament T-shirt and a buffet at the end of play. The event is capped at 280 entrants, and the deadline for entry is June 17. Entry forms are available at District 751 union halls in Auburn, Everett, Renton and Seattle. You can also register by calling the Everett Hall at (425) 655-8821.

If you’d like to donate a prize, volunteer, sponsor a hole or have questions – in Auburn call John Carter (206-437-0470), Ron Coen (253-735-0577) or Dave Swan (253-640-5161); in Everett (425-232-6088); Rich McCabe in Renton (425-965-5735) or Lori Dorsey at the Everett Hall.

**Investments for Tomorrow’s Workforce**

Continued from page 1

and growing our industry,” he said. “A highly skilled workforce is a key competitive advantage. The announcement today enhances our chances those jobs will remain here in the state of Washington.”

Boeing Vice President for Supply Chain Management and Operations Ray Conner acknowledged the benefit of working with the union. “Boeing and the Machinists Union have a long history of working together on a number of issues – the tanker was a great example,” said Conner. “We also have a long history of working together on other things – particularly training is one of the things we really do partner on. We are very committed to making that happen.”

Wroblewski thanked the governor for investing scarce public money into the aerospace industry, and praised the state’s community and technical colleges for their “willingness to respond to our industry in innovative and timely ways.”

“These workforce investment dollars are the kind of public/private partnerships we need for the aerospace industry to continue to thrive in Washington state,” Wroblewski said. “We are excited to be a partner in this venture going forward with Boeing, the governor, our education system and our community.”

Boeing has announced that it plans to expand its Renton facilities to handle planned increases in 737 production over the next two years. Once completed, Boeing expects to add 1,200 workers to the Renton site, although a spokeswoman couldn’t say if those would be new hires or workers transferred from other programs.

District 751 is committed to working with Boeing to make the Renton expansion and ramp-up successful, Wroblewski said. “History has shown when we work together, as we did on the Air Force tanker, our team cannot be beat.”

**Mark Your Calendars**

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**Investments for Tomorrow’s Workforce**

Continued from page 2

a tireless promoter of training and his enthusiasm has never diminished.

“Career Guides were one of my most memorable assignments at Joint Programs. Our members got a better understanding of other positions and could develop a career path to get there, Tom said.

He added, “Probably the highest impact project was helping to develop our peer training program. This helps our members better deliver on the job-training to new members. We know the best instructors are members on the shop floor who know every aspect of the job.”

His efforts on education extend beyond Boeing. He is a founding labor rep on the Aerospace Joint Apprenticeship Committee governing board. Tom has also been active in the Harry Bridges Center for Labor Studies and serves on the Visiting Committee. He has helped promote activities in the community in order to bring issues of concern to the widest possible audience.

Tom’s position at Joint Programs is just one aspect of his Union involvement. In 2003, his interest in labor history led to the establishment of the 751 Labor History Committee. In that capacity, he helped deliver historical posters to decorate the Seattle Union Hall.

He praised the Museum of History and Industry (MOHAI) to donate display cases to house union artifacts and historical pieces. Once the display cases were installed, he regularly searches through the history collection and updates the displays.

As 751 celebrated its 75th anniversary last year, naturally Tom helped chair the 75th Anniversary Committee to help bring our history to life throughout the year. He helped promote the coloring and essay contest to start introducing the next generation to the labor movement.

In addition to his work on the 751 Labor History Committee, he is active in the broader labor history community as a member of Pacific Northwest Labor History Association, where he is currently vice president of the Washington Chapter.

Throughout his years at 751, he was also committed to community service volunteering countless hours at NorthWest Harvest, area missions, Guide Dog fundraisers and toy drives. In 1997, he was top officer volunteer for community service.

The recurring theme is his great ability to help others and build a better community. Whenever there was a need, Tom was there to help. We wish him well in retirement, but know he will be missed.”

L to R: Chris Dofredo, Business Rep Tommy Wilson, Bob Merritt, and Terri Myette discuss how workforce training money will help deliver skilled workers for the future as Renton continues to ramp up 737 production.

**Lux Retires After Years of Dedicated Service**

Continued from page 2

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Seniors Turn Out for Saving Social Security Conference

Retirees packed the Seattle Union Hall for the Saving Social Security mini-conference.

by Ruth Rendar

Retired Club Minutes

The meeting was called to order by Presi-

dent T.J. Seibert.

Roll Call of Officers: All officers were present or excused.

Minutes: It was MSEP to accept the minutes.

Financial Report: Treasurer Betty Ness read the April expense reports. MSEP to accept the reports as read.

Business and Legislative Report: Business Representative Barbara Barstow gave the report.

Health & Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Clarence Coulson, Gary Johnson, John Wilkinson & Lyle Lacey. Sympathy cards were sent to the next of kin. Get well cards were sent to the following: Hank Hendrickson, Toni Morezini and Robert Guvarra.

Legislative Report: Carl Schwartz reported we are working to increase participation in the Retiree Club and will run a poll asking retirees what they would like to participate in (see box below).

Connie Kellifer from 751 Communications Department spoke about a letter International President Tom Buffenbarger sent to IAM members asking members to get involved in the fight to protect collective bargaining rights by participating in rallies and contacting elected officials and the media via e-mails, phone calls and/or e-mails. The letter also talked about the impact of contributing $5 for the fight to help the IAM defend our members and all workers.

Connie also spoke about the NLRB complaint against Boeing. The company broke the law by threatening and retaliating against IAM members and their federally protected rights. The union took a stand to protect our members’ rights.

Good & Welfare: Helen Lowe mentioned an article Continued on page 11

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by Ruth Rendar,

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AD RULES
Each single ad must be 25 words or less. Use a separate piece of paper for each ad. A $1.25 penalty will be charged for each additional word over the 25 word limit. Call LINDA 206-706-5505 for a free ad blank for each ad, as they are pre-printed. Ads are free to only members - active, lay-off, or retired. For best response, include phone number instead of addresses in ad copy. “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 June 16th

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3 WHEEL BICYCLE, slightly used. $150. 206-805-9268
TWO WHEEL BEARDS and fuel, hand saws, backhoes, new pole saw, 14-16 foot metric socket 1/2-21 piece socket. Huge large selection of tools – sorted. 252-471-2902
TWO LARGE CAMP COTS, large assortment of cots. 252-471-2902

OLD WOOD FRAME COMFORTER, new light bar, 10 foot long light covers, three new security lights. 252-471-2902
HUSKY LOCK 910 SERGER Huskyvarga Viking, barely used, regular maintenance, comes with 4 pools threaded, foot pedal and instruction book, asking $3000 B25-364-058
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SUPER SPORT HUBCAPS. 3 of them 13”, smaller, 1964-1965 from Chevy car, Nova or Chevelle, $15 each OBO. 252-852-6809
4 LINCOLN HUBCAPS, 15” good condition, $15 for all.

MOTORHOME CHEVY 454 hub caps, 4, 17”, $25 for all good condition. 252-853-6809
10PT METAL HAND BRAKE, pro by $25, in great condition. 252-929-1308

HOUSEPLANTS, different pictures (dumb cane) tropicat plant with large leaves, some 3 foot tall, some 2 foot tall, some in dirt and others in water. $20/25, very nice healthy plants. 252-853-6809
1 CORN PLANT, 5 ft tall, $35, nice. 252-853-6809
1 SPLIT LEAF PHILODENDRON, nice, $25, outgoing home. 252-853-6809
55-55 GAL AQUARIUM with oak trim, used for fish, has hood, asking $70. 425-295-5857
RADIO COLLECTION, novelty, tube, transistor, 1 individual or all. 253-353-7289
GAS BAR CHARM GLOW 3 burner plus side burner, new propane filled tank, $125, never used. 425-255-5621
IF YOU REMEMBER “GABE” from Blue (EMP), Auntie give me a call. 253-804-0563

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SUNRISE RESORT SINCE 1983, will sell, cheap make, offer 30 day stay in park, we have all paperwork, call for more information. 206-706-5505

RECREATIONAL VEHICLES
TOTAL USA THOUSAND TRAIL.Shoac of & lir membership for sale, $1500 plus transfer fee $5. 206-386-2275

RECREATIONAL VEHICLES
2001 24’ LEXINGTON MOTORHOME, 15,821 miles, 450 gas engine, new Michelin tires, batteries, one slide out generator, fan/tan w/sensor/microconv, oven, dishwasher, sleeps 10, sells for $18,500. 425-922-2247
CAB OVER CAMPER for small pickup, 7.5 ft, sleeps four, stove, furnace, refrigerator, portaplat, Honda generator, and other extras, always covered no leaks, non-smoker. 504- 802-0810
1999 ROAD-TRUCK 19th, popular, sleeps three, miles under 50000, $4500. 425-706-8829

FOR SALE ELECTRICAL HEALTH THRDER exerciser with computerized monitor display, plays like new, $400. 253-922-2013 leave message
AIRPRO PRO/ELECTRICAL/exerciser, 75 $253-922-2013 leave message
POOL TABLE, Connelly solid oak, excellent condition. $200, will e-mail pictures. 360-387-2878
AIR HOCKEY FULL SIZE, barely used, asking $100. 360-387-2878

TOOLS
REFURBISHED BRIGGS STRATTON lawn mower, $80. 206-523-9526
10FT TRIPPO PRUNING LADDER, reinforced aluminum steps, excellent condition, cut $150 for sale $45, great for trimming and pruning trees, 425-412-1139

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1993 CHEVY VAN automatic transmission, runs great, 4 c/b tires, seats 7, back seat converts to bed, new tires, power windows and locks. 206-120-2398
1976 CHEVY T0N350 eng, PS, PB, AT, extra interior, power steering, power brakes, good condition, $2000. 360-543-5547
1985 FORD RANGER PICKUP, new upland, air horns, bed liner, new tires, sliding rear window, 81,000 miles on rebuilt motor, $2500. 360-426-6333
1995 CHEVY-4 DR, automatic, rebuilt transmission, no rust, runs great, $2000, same owner last 10 years. 425-823-6319

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HOOD CANAL GETAWAY 1-6 bdms beach cabin. Rates start at $150/weekends or $550/week. See advert online at www.explorehoodcanal.com/details/sister-s-point-cabin.html

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Mail Coupon to AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108 Deadline is June 16th!
C.L.U.W. Says Union Women Will ‘Put Nation Back on Track’

The country has gone off its economic rails, as the recession and subsequent cuts in critical public services have disproportionately harmed women and people of color. That’s why it’s never been more important for women to organize, and also become active in leadership roles in those unions to get the nation back on track.

That was the message delivered on May 14 when the Puget Sound Chapter of CLUW, the Coalition of Labor Union Women, held its annual banquet at the District 751 Hall in Seattle.

The banquet celebrated women whose leadership has improved workers’ lives through the labor movement. And special recognition was given for one of the chapter’s founding members, Irene Hull, who passed away in March at the age of 98.

The keynote speaker was Lynne Dodson, secretary-treasurer of the Washington State Labor Council, who is the first woman in the history of the AFL-CIO state federation to hold the post as a longtime Secretary-Treasurer. Dodson described the challenges facing women in the post-recession workforce — including those still looking for work — and how union membership helps them confront those challenges.

Women in unions are more likely to have health care, and they are more likely to have sick leave, vacations, and pensions. Women in unions earn 33 percent more than their non-union counterparts, and their wages are more similar to men’s wages in unions as well (87 cents to the dollar, rather than 79 cents). And of course there are the many benefits of having a voice at work!

Dodson thanked CLUW’s area chapter for its efforts and urged a renewed commitment to seeking wage equality, affordable child care, paid family and sick leave, flexible work schedules, and “universal, single-payer health care.”

“‘This work is what the labor movement is all about: economic and social justice,’” said Dodson. “‘And we need to figure out how to advance an agenda of social justice that particularly includes and elevates women and people of color if we are truly to be a movement of justice. Let’s work together to put this country back on track!’”

Banquet attendees honored one of the chapter’s founding members, Irene Hull, who was a fixture at area labor events for decades. Her lifetime of political and social organizing began in the 1930s and continued into 2011.

Memorially, one of the countless times she protested attacks against working people was in 1995 when she was arrested at the Washington, D.C., convention center protesting Newt Gingrich’s Contract With America.

A photo of Hull wearing a T-shirt that read “Shame” as police took her away in handcuffs was immortalized in a Jobs With Justice poster.

In 2008, Irene was awarded the WSLC’s Mother Jones Award for exemplary union activism by an individual and for her lifetime of advocacy on behalf of working families.

Union Supports ECF Contribution

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we were asked throughout the year for contributions from various charities. While employees wanted to help their communities, the constant disruption and inefficiencies gave them the idea to form a single charity to manage all requests. In September 1951, the Employees Community Fund – then called the Good Neighbor Fund, Boeing Employees of Seattle Division – was formed, and the Machinists Union was instrumental in that effort. We understood that by joining together we could make a greater impact on our communities – something we are still doing today. Since 1951, ECF has continued growing – giving an incredible $520 million to help local people in need.

“Welcome people say you can’t change the world, don’t believe it. Look at what we’re doing, day-in and day-out with our gifts of time and money,” said District 751 President Tom Wrobelwski at the kickoff meetings. “You have changed the world. Let’s keep up the good work. Support ECF and ask your co-workers to contribute so the safety net remains strong to help those in need as we continue to build a better community.”

Members can begin their contributions at any time. For more information about ECF, contact your Union Steward or visit http://community.web.boeing.com/tworeg.

Seniors Turn Out for Saving Social Security Conference

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gantized labor is what has saved social programs.”

McDermott also pointed out the Vet- erans should be exempt from any price increases (which resulted in a 60 percent price hike) for the Medicare Part B prescription program.

Sally Hirtz from Senator Maria Cantwell’s staff reported on the Senator’s activities to save Social Security, which includes participating on the Federal Security Caucus. Senator Cantwell pledged in a letter: “Privatization and other programs.”

“Delivered service on the front lines, and we know how important Social Secur- ity is to the population as it ages and to all working families during this extended re- cession,” said Steve Koefoed, Social Security Administrator. “Cut in current or fu- ture benefits, including those that would result from further raising the retirement age or reducing cost of living adjustments would be cruel, unjustified, and simply unacceptable. Privatization, as we all learned the hard way three years ago, would take the security out of Social Security.”

Boeing Lawyer Expects to Lose

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“His long-winded legal jargon isn’t going to create more jobs, just like Boeing’s attempts to threaten our member- s and move jobs from one state to another won’t grow the overall U.S. econ- omy,” the union said.

“Instead of trying to make excuses for the way Boeing broke the law, Republi- cans senators should focus on what’s im- portant – creating good-paying jobs for hard-working Americans in Seattle and Charleston and everywhere in between – instead of playing one against the other to the benefit of no one.”

You can see videos of Luttig compl- ainting about his S$3.7 million salary isn’t enough at the District 751 Web site: www.iams751.org.

Retired Club Minutes

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in a recent newspaper which stated CEO salaries rose 11 percent on average last year. She also mentioned in an article in the May AARP bulletin about Medicare. People are urged to urge Congress to protect Medicare and oppose changes that would dramatically raise costs. Call 1-800-424-4030 to let them know what you think.

John Guevarra spoke about the Fri- day Alert and mentioned May is Older Americans month. He thanked the Union for providing buses to attend the “We Are One” rally in Olympia in April. The South Park Bridge groundbreaking ceremony took place May 5. Larry Brown gave a speech and John said he was proud to hear what the union has done to help get the new bridge built.

Birthdays & Anniversaries: May birthdays- Dean Dickinson & Helen Miller. President’s Report: T.J. nestled in a letter the District pledging help with the Retiree picnic in August. T.J. noted it was good to see Al Wycheck the morning. T.J. thanked George Braun for all his help in the kitchen and stated this would be George’s last time on kitchen duty. He was given a round of applause.

Adjournment: Adjourned at 11:45.
Top-Notch Technicians at Pacific Power Products

By: Rosanne Tomyn

For more than 40 years, the mechanics at Pacific Power Products in Spokane (formerly Spokane Diesel and Pacific Detroit Diesel) have worked hard to support their customers by providing superior service and customer support. The 18 Machinists Union members at the Spokane location dedicate every day to ensuring that each customer’s equipment needs are met. This is one of 10 locations that provide a multi-million dollar parts inventory.

Steward John Dill, who has worked in the full service shop since 1988 explained, “We work on trucks from bumper-to-bumper. We perform complete service on Allison transmissions, Mercedes Benz, and new engines including the DD13 and DD15.”

To ensure the work is done quickly and efficiently, employees at Pacific Power Products dedicate many hours to continued education. “We take online training courses and even fly over to Kent and take week long courses,” John explained. “Things are constantly being updated, especially when a new product comes out. So, we go to school to learn new skills and even train for updates on older products.”

Through hours of online and in-school programs, the employees earn their G2 Certifications and Allison certifications, among other training. The training comes in handy for these specialized mechanics when servicing customer vehicles – especially large fleets – and there are many of them. The Spokane location services fleets for Penske, Hatfield, Gordon, and more. “There’s a ton of bigger fleets that we provide service to,” John added.

A steward since 2008, John said the shop not only works well as a team but also works well at the negotiation table. “It’s pretty mellow here. Very few people leave because we treat each other very decent here,” he said. “You get a fair wage, and it’s in general a pretty great place to work.”

After more than four decades as a leading repair shop dedicated to continuing education for its employees, it’s no surprise Pacific Power Products in Spokane has built and maintained a large customer base that keeps coming back. With strong Union support, and an active and open relationship at the bargaining table, it’s also no wonder that employees make a career for themselves at Pacific Power. “One of the benefits of having the union is that we are able to just go in as a group into our negotiations,” John said. “I would say it makes us a stronger unit.”

Members at Pacific Power Products are continually learning to ensure they have top-notch skills.

Support Bloomsday Runners.

Machinists Have Strong Showing at Bloomsday Event

Spring in Spokane brings the annual Lilac Bloomsday run – the largest road race in the country. The event attracts more than 50,000 participants. This year the Machinists Union had a presence – not only along the course and at our information booth, but in the race itself with our team.

The Lean Mean Machinists team, who ran the Bloomsday Corporate Cup, showed their excellence and finished first in their division. The Lean Mean Machinists consisted of John Warren, CJ Auckerman, Mark Quick, Nick Bauer and Tracy Hawkins. Our team was the only Union affiliate that participated in the event.

John Warren, who served as team captain, said, “I want to thank the Machinists Union for sponsoring our team. We proudly wore the Union shirts. In 30 years of running Bloomsday, this was the first time I was part of a winning team. It was very rewarding and we appreciate all the support.”

Members were positioned at Pettit Drive (known as Doomsday Hill) on the 7.46 mile course with banners declaring “Machinists support Bloomsday Runners.”

In addition, the Machinists had an information booth located at the finish line in the concession area. There, volunteers handed out more than 3,000 bags of Union brochures, promotional items and giveaways in the first few hours. The booth provided an opportunity to make contact with the runners as they congregated after the race. Seven volunteers (Business Rep Steve Warren, Gary Swartz and his wife, Jodi Swartz, John Kofol, John Carbury and his daughter, Koryne Carbury, Allen Eveland, Mekenzie Hawkins) handed out packets and signed up individuals for free raffles. The booth also featured 14 photo collages depicting all of the Machinists Union shops in Eastern Washington. The displays were a huge success and drew comments from past and present machinists, as well as from other participants affiliated with the professions we represent.

Members at Pacific Power Products discuss work to be performed on a truck in the Spokane shop.

Above: Volunteers handed out 3,000 information bags in the first few hours at the Machinists Union booth.

Left: The Lean Mean Machinists team runs the race.

Photo right: Lean Mean Machinists Team receiving first-place medals at the Corporate Lunch: Back row L to R: Nick Bauer and Tracy Hawkins. Front L to R: CJ Auckerman, Mark Quick, John Warren and Steve Warren.

Photo left: Allen Eveland and Mekenzie Hawkins hand out information bags complete with giveaways.