Union ensures member gets proper pay following Boeing investigation

Union Steward Jim McKenzie and Business Rep Brett Coty ensured a member was paid for 26 days after Boeing put him on an indefinite suspension while they conducted an investigation.

The member was thankful to have the Union to advocate on his behalf and ensure his pay was correct when the Company investigation determined there was no company rule violation. The time off work waiting for the investigation amounted to more than $4,600 in pay for days he should have been working. Just as important was the reassurance that the Union was fighting for him and keeping him informed of Boeing’s actions.

“Members experience a lot of anxiety when they are placed on an indefinite suspension. Their mortgage and bills are due, which forces them to use their savings or take out a loan. Basically, people are left hanging with no indication of the possible outcome or how long they may be off work,” said Brett. “The Union’s job is to make sure when these investigations are finished, our members receive the proper pay – especially if the investigation shows our member did nothing wrong, like in this case.”

“It is extremely important that our members follow the Company’s direction while on indefinite suspension,” Brett advised.

Lately there have been an increased number of indefinite suspensions at Boeing as investigations are taking longer, which means members are stuck in limbo. As soon as this member realized there would be discipline, he contacted his Union Steward to be present in the interview. Jim gathered the information Boeing had, asked questions and then documented what the member said occurred. Next, both Jim and Brett examined the facts and determined the member had nothing to receive discipline.

Despite Union efforts to intervene and expedite the matter, Boeing continued their investigation at a slow pace, which was delayed further after the initial investigator left the Company. Once Boeing concluded their investigation and the member was cleared of any wrongdoing, the member was made whole.

“I appreciate that the Company did the right thing and the new investigator made it a priority once he was involved,” said Jim.

For the member, it was reassuring to know the Union was there, ensuring he received proper compensation and his rights were not violated.

Machinists at Triumph gear up for negotiations

With one year until our contract expires with Triumph Composite Systems in Spokane, our Union kicked off a negotiation campaign designed to educate, communicate and mobilize members to take part in the process.

“Negotiations are always tough, but we have some big issues in this round of bargaining we need to address in the next contract. The best way to achieve that is to get members unified and working toward the same goal,” said District 751 President Jon Holden.

Building solidarity and unifying the members starts with the Stewards and shop floor leaders. Therefore, Union Stewards and Business Rep Steve Warren met in late March and put together a 2016 Triumph Contract Negotiations Subcommittee in an effort to better engage members in the process.

The group brainstormed ideas on potential slogans before deciding on “One Equal Team 2016,” which references the two-tier wage and benefits implemented in the last contract – issues that can only be addressed with a strong, united membership.

In June, members have their first chance to get involved, talk with Union leaders and learn more about the IAM National Pension Plan, which will be a key factor in the talks. Two special Triumph membership meetings/barbecues have been scheduled at the

Continued on Page 12
Unions fight to make good on the American Dream

By JON HOLDEN
District President

Union leaders are in congratulating the workers of Cadence Aerospace-Giddens in Everett and welcoming them to our union family.

As you can read elsewhere, the Cadence-Giddens workers voted to join our union on May 19. That’s the first time in the past five years. From Sumner to Oak Harbor, we’re welcomed more than 1,000 working men and women into our union family.

The news media is starting to notice. I had a couple of phone calls from reporters last month, asking me what our secret has been.

There is no secret, really. We work hard at it, certainly. We’ve got a talented organizing staff here at District 751, and we’ve got a very strong group of volunteers who do a great job of helping us launch our organizing campaigns. We’ve done a lot to get the word out about our union, and the good we can do for working people, their families and their communities.

But mostly our recent organizing successes are due to our new members themselves. More and more, working people are realizing that unions aren’t some relic of the past; instead, unions can be a big part of securing the financial futures of everyday men and women.

They want better pay, and they want to be treated fairly, and they’ve come to the realization that their best chance at securing that is through a union. So they’re pulling out their phones to call or e-mail us to ask, what does it take?

That is what has happened with every one of our successful organizing drives in the past, and that’s what will happen with every successful drive we’ll have in the future. A worker who knows they deserve something better for themselves, their coworkers and their families takes that first step toward a better future.

We used to have a belief in America, that every child had a pretty good shot to get at least as far in life as their parents did. If you worked hard, you would be rewarded. If you gained the necessary skills in your chosen field, you would be rewarded.

That wasn’t just the American Dream — it was America’s reality.

But over the past few decades, most Americans have seen that slip away. Most research shows that Generation X won’t be as prosperous and secure as their Baby Boomer parents, and the generations that follow who are facing even more economic inequality and insecurity.

Today, instead of the American dream, working Americans now labor under a new Corporate American Threat: Accept less pay and fewer benefits — or pay out more dollars in tax incentives — or we will take your work and give it to someone else who will.

And if your families or communities get destroyed in the process, well, that’s a shame. You should do something about that, Leech to “eliminate.”

Sadly, for most Americans, it doesn’t matter how hard you work, or how good you are at your job, or how much specialized training or experience you have. A few lucky ones get one of the dwindling number of good jobs that are left, the rest fall farther behind.

In this new environment, the only entities strong enough to even put up a fight are unions. We don’t always win, unfortunately, but by exercising our collective bargaining rights, we have been able to hold on to more of what our forefathers once had, and we’ve been able to make real gains for those who’ve fallen behind — better pay, safer working conditions, and more-fair treatment on the job.

Working people see that, and they want it for themselves and their families too. So they’re calling us, and as long as they’re working people out there are trying to make better lives for themselves, we’ll be here to help them achieve that, through collective bargaining.

We all had dreams when we were young about what our futures would bring. But I know for a fact that not one of us, when we were boys or girls, ever looked at the check at a passing airplane and said to ourselves “Some day I will be able to give away pensions, health care and wages so that some Wall Street private equity manager can take more money out of my company to maintain a double digit profit margin and receive millions in bonuses.”

And yet for a generation now, that is what has been demanded of working Americans: You must make do with less so that the top 1% of our companies can have more.

Unions are the best tool — just about the only tool — that working people have.

Continued on Page 5

Holden wins Puget Sound union leadership award

IAM 751 President Jon Holden has been honored by community activists at Puget Sound Sage for his leadership in our union and our communities.

Holden received the group’s annual Union Leadership Award at a leadership breakfast held in Seattle May 28.

“Jon holds the reigns of at a challenging time, but has faced the tough issues head-on,” said Washington State Labor Council Secretary-Treasurer Lynne Dodson. “He believes in holding Boeing and other local employers accountable so that our communities can become better places for all families to live.”

That’s why Holden has launched a series of membership education classes as well as Town Hall meetings to promote dialogue.

Puget Sound Sage is a coalition of labor, faith and community organizations that works to provide good jobs, dignity at work, a clean environment and affordable housing to all people, regardless of race or status.

Holden said he accepted the award on behalf of IAM 751 members, who are passionate in their efforts to build better communities.

“My union background helps me appreciate that Puget Sound Sage fights to end the income inequality gap, fights for racial justice, fights for Stronger communities, and more-fair treatment on the job,” said a member of the group.

Continued on Page 5

Request for Absentee Ballot

In accordance with the Constitution of IAM & AW, I hereby request an absentee ballot for the election date of July 22, 2015. I qualify under the IAM Constitution for an absentee ballot for the following reason (must qualify under one of the below – check appropriate reason):

___ I will be on approved Family Medical Leave of Absence.
___ I will be on vacation.
___ I am confined with a verified illness.
___ I reside more than 25 miles from the designated balloting place.

NAME: ___________________ Local Lodge: ___________
NAME (Signature): _____________________________
Address: _____________________________
__ Social Security Number or RNSID:

All absentee ballot requests must be received no later than 5 p.m. on July 13, 2015. Requests must be made singly and personally delivered by the member requesting the absentee ballot. Send this form to the appropriate address.

Local A, C, E & F send request to IAM Absentee Ballot, 4226 E. Mission, Spokane, WA 99202.

Locals 86, 1123 and 9112 send request to IAM Absentee Ballot, 16117 Canyon Rd., Puyallup Center, 16117 Canyon Rd., Puyallup

All absentee ballot requests must be received no later than 5 p.m. on July 13, 2015. Requests must be made singly and personally delivered by the member requesting the absentee ballot. Send this form to the appropriate address.

Local A, C, E & F send request to IAM Absentee Ballot, 4226 E. Mission, Spokane, WA 99202.
### Political Action

**IAM 751 lobbies against secret trade deal**

By LARRY BROWN
IAM 751 Legislative Director
District President Jon Holden and Sec-Treasurer Sue Palmer led a delegation of IAM 751 members attending the 2015 IAM&AW National Legislative Conference in May. The top priority for the IAM this year was to stop the Trade Promotion Authority bill, otherwise known as “Fast Track.” The timing for the conference could not have been better for this issue because the U.S. Senate spent part of the week considering this legislation.

Fast Track is designed to give greater negotiating authority to the President when creating international trade agreements such as the Trans Pacific Partnership. If passed, Fast Track would only allow Congress to consider a trade agreement as presented and only take an up or down vote with no amendments possible.

On May 12, the union and others opposing Fast Track achieved a very surprising -- although temporary -- victory in the Senate. Every Democratic Senator except one voted to prevent opening up debate on the Fast Track bill.

This was a serious setback for the President of the United States. The President has been pushing very hard for Fast Track authority. Senators Patty Murray and Maria Cantwell stood with all other Democrats in rejecting opening the debate of the Fast Track bill. This essentially stalled the bill.

The Senate Democrats’ strategy behind this initial rejection of Fast Track was to ensure there are certain protections against the impacts of international trade for workers and our economy. These protections include resources for enforcement for alleged violations of the proposed labor protections. There is also a desire by some in Congress for provisions to counter the effects of currency manipulation. It is reasoned by many that it makes no sense to go to the trouble of negotiating away tariffs only to have trading partners manipulate the currency exchange rate and wipe out any gains made by lowering tariffs.

Democrats who are backing the President’s position on Fast Track also want to reauthorize the Trade Adjustment Act, otherwise known as TAA. The Trade Adjustment Act is intended to provide worker re-training and long-term unemployment benefits for workers laid off due to the effects of international trade. While TAA benefits are welcomed when workers get laid off, it is really a consolation prize for a lost job.

On the same day the Senate failed to take up the Fast Track bill, the Machinists from Washington State were scheduled to meet with Sen. Cantwell. The Senate Democrats had just rejected the Fast Track bill and we were looking forward to thanking the Senator. Unfortunately we had to wait an hour and a half for Senator Cantwell to return from an urgently scheduled meeting with the President at the White House. The President wanted to discuss...

### Boeing jobs threat shows need for accountability

While U.S. Secretary of State John Kerry gave a speech praising the virtue of a proposed international trade agreement inside Boeing’s Renton plant on May 18, dozens of protestors – including a delegation from District 751 – gathered outside the D-35 gate with a simple message: We want help exporting our airplanes, not our jobs.

“We want Secretary Kerry to take this message back to Washington D.C. We’re only interested in trade deals that work for working Americans,” said IAM 751 President Jon Holden.

Kerry came to Renton because Washington State is a key battleground in President Obama’s fight to “fast track” the Trans-Pacific Partnership through Congress.

So in an effort to convince Congress to go along, Congress would give up its power to debate or amend the massive trade agreement, which has been described as “NAFTA on steroids.” If the president gets “fast track” authority, then all Congress could do for the next six years is vote yes or no on a deal that already has been negotiated in secret for years by teams of corporate lawyers.

District 751 leaders object to the secretive nature of this trade deal – especially given the history of past trade deals, which have only made it easier for U.S. companies to ship American jobs overseas.

“American workers have been told time and again that this new free trade deal will be better — just trust us,” Holden said. “The only thing different about this trade agreement is that this time, we’re being told that jobs will be created, and yet the American public isn’t being allowed to see anything in writing.”

“Trust has to be earned, just like we earn our pay,” he continued. “We’ve lost more than 5 million manufacturing jobs in American since NAFTA — how many more do we have to give?”

Kerry came to Renton in an effort to sway Washington State Congressional representatives, who are largely unsure about whether to support fast-tracking.

Protestors: America’s trade deals must work for U.S. workers

Boeing Commercial Airlines bosses Ray Conner has publicly promised there will be no new work transfers among the compa-

ny’s Puget Sound engineering workforce. But days after his promise was printed on the front page of The Seattle Times, Boeing executives in Chicago undermined Conner’s words by threatening to move work out of the United States altogether, unless Congress capitulates to the compa-

y’s demands regarding the Export-Import Bank. While 751 supports funding the Ex-

port-Import Bank as it will ensure foreign customers can purchase Boeing airplanes, we do not support tactics that threaten to move work out of the country.

This latest Boeing threat underscores why Washington’s Legislature needs to correct flaws in the state’s $8.7 billion tax incentive package, so that the citizens of our state won’t become the victims of the tug-of-war between Boeing and Tea Party Republicans in the other Washington.

“It would be a huge mistake for Boeing to attempt to move any significant amount of manufacturing work outside the United States,” said District 751 Legislative Di-

rector Larry Brown. “But there are people in Chicago who will do it anyway, just to spite their opponents in Congress.”

And if that happens, the first place Boeing will look for jobs to export will be Washington State, Brown predicted.

“South Carolina and Missouri have built-in clawback provisions that would cost Boeing tens of millions of dollars, should it try to take jobs away from those places,” Brown explained. “But our Legis-

lature wrote Boeing a blank check, so even if the company were to move tens of thousands of jobs to Mexico or China or Russia, we as taxpayers would still be on the hook for the whole $8.7 billion.”

In his Seattle Times interview, Conner defended the elimination of more than 6,500 jobs in our state as “a tough deci-

sion.”

Continued on Page 8
Executives’ pay soars as workers struggle

Boeing’s top boss, Jim McNerney made nearly $28.9 million last year, yet that wasn’t enough to make him the highest-paid CEO among the major employers in Washington State. That honor went to new Microsoft CEO Sataya Nadela, who collected a payout of $84.3 million in salary, stock and bonuses in 2014.

Those numbers are among the findings of the AFL-CIO’s annual Executive Paywatch report, which showed that — once again — the rich got richer in 2014, while the rest of us struggled to hang on.

“The current culture of paying CEOs hundreds of times more than the typical employees hurts working families, is detrimental to employee morale, and goes against what research shows is best for business,” wrote 58 members of Congress in a letter sent to federal stock trading regulators in March. (U.S. Reps. Jim McDermott and Adam Smith were among those to sign it.)

On a national basis, corporate CEOs saw their pay jump 16 percent in 2014 to an average of $13.5 million a year. That’s 373 times what the typical U.S. worker made last year — about $36,000.

“Corporate CEOs have taken the raising wages agenda and applied it only to themselves,” said AFL-CIO President Richard Trumka. “Big corporations spend freely on executive perks and powerful lobbyists to strip rights from workers, but when it comes to lifting up the wages of workers who make their companies run, they’re nowhere to be found.”

McNerney’s $28.9 million payday ranked 29th among CEOs nationally. It was boosted by an incentive plan payout of just under $14.5 million, plus $5.4 million in additional pension benefits. His base salary is $2 million.

In the Northwest, the CEOs of several aerospace firms ranked high on the lists of best-paid bosses.

While McNerney with his $28.9 million payday was No. 2 among CEOs at companies with strong Washington State ties, Curtis Reusser — the top boss at Precision Castparts — brought home a cool $8.1 million last year. That’s more than 160 times what the typical working Washingtonian earned in 2014.

Esterline is the parent company of Hytec Finishes in Kent, where hourly workers are members of District 751.

And in Oregon, the CEO of Precision Castparts made $9.7 million last year, making him that state’s second-highest-paid boss behind Nike CEO Mark Parker, who made $14.7 million.

Precision Castparts, a key Boeing supplier, spent tens of thousands of dollars a day in 2013 to defeat a unionization drive by Machinists with Portland-based District W-24.

Overall, CEOs in the Transportation Equipment manufacturing sector — which includes aerospace manufacturers and suppliers as well as car, truck and trailer builders — had average pay of $71.1 million.

District 751 President Jon Holden said that many members of our union simply can’t relate to paychecks that big.

“If you double or triple your earnings, you can imagine what that would mean,” he said. “You could buy a bigger house or nicer car, or maybe take a long vacation. But 300 times more? How many big houses or fancy cars would that buy?”

One thing District 751 members do understand, however, is this: If companies can afford to pay those kinds of salaries to one individual, they certainly can afford to pay the workers who actually generate the profits more, Holden said.

“When corporate executives say they have to cut workers’ pay and benefits in order to stay competitive, they should start at the top,” he said.

If there was any good news for Washington State workers in the report, it was that — despite the massive paydays for Nadela and McNerney — the gap between CEOs and working folks here was smaller than the national average: 111-to-1, compared to the national figure of 373-to-1.

The median pay for Washington State workers was $50,578, the AFL-CIO calculated, which is more than a third higher than the median pay for workers nationwide.

There are two likely reasons for that, Holden said. One is that Washington had the nation’s highest minimum wage in 2014, which helped lift workers at the bottom end of the pay scale.

Plus “I don’t think it’s a coincidence that we have both above-average pay and one of the highest rates of union membership in America,” he said. “Unions raise the standard of living for all people in a community, whether they’re union members or not.”

Union spreads the love with peanut butter for area kids

District 751 members are once again helping to spread the love to area kids by donating peanut butter to help feed the hungry. For families whose children qualify for free or reduced-price school lunches, providing nutritious meals is a challenge during the summer. Food banks don’t normally get donations of peanut butter so the drive is a good way to provide protein for the kids this summer.

Both the Pierce and Snohomish County Labor Councils held a peanut butter drive with friendly competition between the unions. Snohomish County collected 4116 pounds of peanut butter while Pierce County collected more than 7,123 jars of peanut butter.

Peanut butter and jelly sandwiches are an American staple, and peanut butter is an essential source of protein for many people, and children in particular. Beyond the competition between different unions, District 751 had a friendly competition between the two counties to see which geographic area could bring in the most peanut butter. The winner gets bragging rights for the year.

While it is only the second year for Snohomish County, District 751 members donated an impressive 3,399 pounds to help in the north end. Members in the south end donated more than 280 jars to help Pierce County’s Emergency Food Network. But the real winner is all the kids who will have peanut butter while Pierce County collected 4116 pounds of peanut butter.

751 Business Rep Jason Redrup (far left) delivered 751’s peanut butter contributions to United Way of Snohomish County along with leaders from other unions.

District 751’s donation in Snohomish County was more than a quarter of the total contribution, showing how much our members are making a difference. I’m proud of the members who helped collect this,” said Business Rep Jason Redrup, who also serves as President of the Snohomish County Labor Council.

“Special thanks to Union Steward Paul Richards and his second shift crew from 777ers AF/Body Join. This generous group brought in nearly half of the total contributions for 751 in Snohomish County with more than 500 pounds of peanut butter. The solidarity this crew shows is impressive, as they regularly step up to help others and come through in a big way for the community.”

Mike Ditteman and Dave Henry load peanut butter collected to help feed kids in Pierce County. Machinists donated more than 280 jars to the cause.
IAM 751 activist to lead NW labor history group

Retired IAM 751 activist Tom Lux has been named president of the Pacific Northwest Labor History Association.

Lux was elected to the post during the association’s annual conference, which was held May 1-3 in SeaTac.

The association works to preserve the history and heritage of labor in the Pacific Northwest.

Tom Lux, a veteran of the Machinists Union, is currently a manager at Boeing in Seattle. He has previously served as the association’s president and as the chairman of the Board of Trustees at Shoreline Community College.

Lux retired in 2011 as a union representative for the Machinists Union District Lodge 751.

Union leaders said Lux’s extensive experience in organizing and labor history will help ensure they’re treated more fairly by their managers.

Holden wins Puget Sound union leadership award

Continued from Page 2

A clean environment and thriving communities, Holden said.

Unions can do a lot to help raise the standard of living for working people and reduce income inequality, Holden said.

“Every organizing drive we attempt, every new bargaining unit we succeed at winning an election for and every first contract we are able to ratify, closes the gap on income inequality in the community,” he said.

Citing District 751’s recent string of organizing wins, including last month’s victory at Cadence Aerospace-Giddens – Holden noted that “in each campaign we were able to raise the standard of living in wages, health care, retirement security and rights on the job.”

“This is what unions should be doing to close the income inequality gap,” he added.

Dodson noted that Holden and District 751 have been working with SPEEA on aerospace tax incentive accountability legislation in Olympia.

They are pursuing it, “despite strong resistance from Boeing and other employers ... because it is the right thing for the citizens of Washington,” Dodson said.

Even with that opposition, the unions have made a difference, Holden said.

“We have succeeded in changing the conversation around tax incentives, their use and what and the community gets in return,” Holden said.

“We deserve to have job security provisions and wage standards in legislation granting tax incentives,” he said. “Accountability and what the community gets in return will be part of every discussion around granting tax incentives going forward.”

District 751 and Sage have worked together on campaigns to raise the minimum wage in Seattle and SeaTac and to push for more affordable housing and transportation options, Holden noted.

“I’m proud of the work our unions and Sage are doing to close the income inequality gap, to fight for wage standards in the community and to push for policies and legislation that make life better for the citizens of Washington,” Holden said.

Unions fighting to make good on the American Dream

Continued from Page 2

People have to combat that. So again, I congratulate the workers of Cadence-Giddens. We are proud that you have chosen our union, and happy to work with you as you negotiate with your employer for better pay, benefits and treatment on the job.

And when the time comes, I trust that you will join us as we work to help the next group of workers achieve the benefits that only a union contract can bring.

There are a lot of people out there who need our union’s help and we’ll need your support as we help them build better futures for themselves, their families and our communities.
Guide Dogs fundraisers: Good times for a great cause

Guide Dogs of America across the United States and Canada—has announced dates for a series of fundraising events.

Each promises to be a good time, while also raising money for a great cause.

**Puppy Putt**

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

Riders will leave between 8 and 10 a.m. from various Harley-Davidson dealers in Marysville and from Northwest Harley-Davidson at 8000 Freedom Lane in Lacey.

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

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

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

Each rider will receive an event t-shirt, a commemorative patch and a Guide Dogs of America pin. Passengers will receive t-shirts. All proceeds are primary to the help of the folks at Pacific Raceways, we have a whole lot of fun raising money for a great cause,” said event chairman Robley Evans.

**Local F Karting Challenge**

Local F will hold its third annual Guide Dogs Karting Challenge on Sept. 12 at PGP Motorsports Park at Pacific Raceways in Kent.

The event will be from 2 to 6 p.m. and will feature teams of drivers racing for two hours around the PGP track, which is at 31601 144th Ave. SE. Prizes will go to the teams that complete the most overall laps in the allowed time.

The cost is $400 per team, and each team can have up to four drivers. Lunch is included in the registration fee.

Last year’s Karting Challenge raised more than $14,000.

“We’ve had lots of success and a lot of fun with this event,” said Local F President Robley Evans.

For registration information, call Evans at (253) 356-6725.

Machinists at NAS Whidbey plan third annual charity golf tourney

Machinists Union members who work for contractors at Whidbey Island Naval Air Station will host their third-annual charity golf tournament in August.

The four-man scramble tournament will begin with an 8 a.m. shotgun start on Aug. 29 at the Navy Gallery Golf Course, 3065 N. Cowpens Road, Oak Harbor.

The cost is $85 per player, which includes cart rental, lunch and 18 holes of golf. Entry forms are available at all IAM 751 union halls in Puget Sound. To request a form, call the Everett Union Hall at (425) 355-8821, or e-mail richardj@IAM751.org.

The event is a fundraiser for North Whidbey Help House, a community-based food bank that serves northern Whidbey Island. Help House provides supplemental and emergency food, Salvation Army prescription vouchers and telephone health and welfare checkups.

**Shoes for Puppies**

The 12th annual Shoes for Puppies horseshoe tournament will return to Maple Valley on Saturday, Aug. 8.

The tournament, which is sponsored by Local E, will start at noon Aug. 8 at the Red Dog Saloon, 18606 Renton-Mt. Maple Valley Rd. SE.

The cost is $50 per player.

Registration forms are available at all IAM 751 union halls around Puget Sound. Pit sponsorships are also available for $50.

Raffle tickets for a big screen TV are available from Local E officers (need not be present to win). Tickets are available at all IAM 751 union halls in Puget Sound.

**Pacific Raceways**

District 751 is teaming up once again with Pacific Raceways for our 10th annual joint charity fundraising event.

Our union is selling discount $5 tickets for drag racing on Aug. 21-23 at the track, which is at 31001 144th Ave. SE in Kent. Tickets are on sale at all IAM 751 union halls around Puget Sound. They are good for entry on any one day of the event.

Children under 6 are free.

Racing starts at 9 a.m. all three days and will feature racing in the Lucas Oil Regional Drag Race Series and Harley-Davidson motorcycle series.

All proceeds from the sale will go to benefit Guide Dogs of America.

This will be the 10th year that District 751 and Pacific Raceways have teamed up for the “Dog Days” event. The previous nine race weekends have raised more than $53,000.

“A lot of Machinists Union members come out to race at this event, and with the help of the folks at Pacific Raceways, we have a whole lot of fun raising money for a great cause,” said event chairman Robley Evans.

**Local F Racing**

Local F will hold its third annual Guide Dogs Racing tournament on Sept. 12 at PGP Motorsports Park at Pacific Raceways in Kent.

The event will be from 2 to 6 p.m. and will feature teams of drivers racing for two hours around the PGP track, which is at 31601 144th Ave. SE. Prizes will go to the teams that complete the most overall laps in the allowed time.

The cost is $400 per team, and each team can have up to four drivers. Lunch is included in the registration fee.

Last year’s Karting Challenge raised more than $14,000.

“We’ve had lots of success and a lot of fun with this event,” said Local F President Robley Evans.

For registration information, call Evans at (253) 356-6725.
What a blast! Bucks 4 Pups shoot raises $13,000

The Bucks 4 Pups sporting clays shoot raised $13,160 for charity.

The event was held May 2 at the Sumner Sportsmen’s Association range in Puyallup. The shoot was sponsored by Local C, with the support of Scott Wealth Management Group.

The team of Greg Howe, George Garten, Sean Jeffries and Eric Bellamy won high overall honors with a score of 310. Howe was named “top gun” among the men after shooting a 91, while Lori Kuhns won “top gun” honors among women with a score of 81.

“We had a really good group of shooters and some great sponsors and volunteers who helped us put on the shoot,” said Don Fike, the chairman of the organizing committee. “All in all, we had a good time and raised a lot of money for a great cause.”

All proceeds are going to Guide Dogs of America. District Lodge 751 is the top fundraiser for the charity across North America, having raised nearly $1.8 million over the past six years.

“Congratulations to Don and the other Local C officers for putting on a great event,” said IAM 751 President Jon Holden. “And thanks to Scott Wealth Management for its support of Guide Dogs of America as well as our union.”

Thanks to our Bucks 4 Pups sponsors!

Karl Blom
Larry Brown
Spencer Burris
Howard Carlson
Mark Clark
Kim Denning
Leanne File
Christine Fullerton
David Henry
Les Mullen
Terri Myette
Susan Palmer
Jim Cochran Sporting Dogs
Quality Bird Dog Training

District President Jon Holden blasts a target at the Bucks 4 Pups sporting clays shoot.

Left: The High Overall team of Greg Howe, George Garten, Sean Jeffries and Eric Bellamy collect their plaques from Local C President John Lopez Jr. (Center) Howe was also the “top gun” shooter among men, with a score of 91. (Right) Lori Kuhns was the “top gun” shooter among women, with a score of 81.

Letter Carriers food drive

Volunteers from District 751 were among those who took part in the annual National Association of Letter Carriers food drive on May 9. In Snohomish County, union volunteers helped collect 128 tons of food, which will be distributed through local food banks.

MVPs to collect used eyeglasses

District 751 MVPs are joining with the Bonney Lake Lions Club this summer to collect used eyeglasses for people in need.

Collection boxes will be placed at all four Puget Sound union halls – in Auburn, Everett, Renton and Seattle. The drive will run from June through September.

The collected glasses will be cleaned and repaired, if need be, and then sorted by prescription type. Then, volunteer vision professionals take the donated eyeglasses to people in remote parts of developing countries, where they either don’t have access to eye doctors or can’t afford to buy glasses.

The Lions Clubs also collect reading glasses and non-prescription sunglasses to hand out to homeless people in the Northwest.

“Our members at Boeing have good vision benefits, which means those of us who need glasses can get new ones on a regular basis,” said MVP Committee Chairman Rob Curran. “But what do we do with the old ones? This is a chance to recycle our old glasses and help improve the quality of life for people around the globe.”
Union member education classes continue in June

Our IAM 751 member education classes continue in June. The classes are free and are taught by educators from the the Washington State Labor Education and Research Center at South Seattle College. The classes are recommended for stewards and are open to all members who want to learn more about our union, our contract with Boeing in particular and the labor movement in general.

Here is the schedule:

**Auburn Union Hall**

(201 S2 SW)

Thursday, June 18

10:30 a.m. to 1:30 p.m. and 3 to 6 p.m.

- Unit 3: Grievances and Representation

**Everett Union Hall**

(8729 Airport Road)

Tuesday, June 16

10:30 a.m. to 1:30 p.m. and 3 to 6 p.m.

- Unit 3: Grievances and Representation

**Seattle Union Hall**

(9135 15th Place S.)

Tuesday, June 23, from noon to 2 p.m.

- Unit 3: Grievances and Representation.

Members can register for the classes online at www.iamp751.org, look for the Union Class Registration button on the left-hand side of the page.

Retirement planning workshops set for union members at Boeing

**District 751 members who work at Boeing can learn how to maximize their retirement benefits at a series of upcoming retirement planning workshops in June.**

The workshops will cover a range of topics to help you calculate your real post-Boeing income, including:

- Options for your Boeing VIP, pension and medical plans
- Maximizing your Boeing pension options
- Tax-favored investing and proper asset allocation
- Creative budgeting techniques and dealing with debt

The schedule is:

**Renton Union Hall**

Wednesday, June 3, from noon to 2 p.m. and 3 to 5 p.m.

**Seattle Union Hall**

Thursday, June 4, from noon to 2 p.m. and 3 to 5 p.m.

**Auburn Union Hall**

Tuesday, June 9, from 9:30 to 11:30 a.m. and 1:30 to 3:30 p.m.

**Everett Union Hall**

Thursday, June 11, from 11:30 a.m. to 1:30 p.m. and 2:30 to 4:30 p.m.

The workshops are offered by Money Management Educators. To reserve a seat, call (888) 223-8311 or e-mail mmpeugen-sound@mmeducators.com.

Boeing jobs threat shows need for Accountability Act

**Continued from Page 3**

However no further big transfers of work are currently planned. “Where we are today, at least as we see it right now, that’s where we are going to be,” Conner said.

Brown said District 751 and SPEEA will be watching closely to see if Conner lives up to his promise of no more engineering work transfers out of state. “If that’s the case, that’s a small positive step,” he said. “It doesn’t help the 6,600 families who’ve already had their lives upended, but at least it stops the bleeding.” However, it’s hard to know if Conner will be able to live up to that promise, or if his bosses in Chicago will take more Washington jobs away.

Boeing is locked in a fight with Tea Party conservatives in Congress over the Export-Import Bank. That’s a federal program that helps foreign companies secure financing to purchase American-made products. The bank is completely funded by fees that foreign buyers pay—it doesn’t cost U.S. taxpayers a dime—but the conservatives have targeted it because they believe the government shouldn’t help companies sell products, even if it creates good-paying jobs.

The IAM delegation from Washington state is fighting hard to kill the bank—even if it destroys tens of thousands of American jobs. Congresswoman Denny Heck (D-Wash.) is the leader of those trying to save the bank.

District 751 supports renewing the Ex-Im Bank and has supported in it of late. Boeing expressed its support just as a practical matter, it’s essential for the U.S. government to provide at least some level of support to help foreign companies buy U.S. products.

“Other countries give four to 10 times the aid we give,” he said. “If our government doesn’t help Asian or Latin American airlines buy Boeing jets, the European Union will be happy to help them buy from Airbus.

“Needless to say, that would not be good for us as Machinists,” Brown said.

Boeing is taking a different approach. If Congress doesn’t renew the Ex-Im Bank this year, Boeing will move work out of the United States, a top executive with Chicago-based Boeing Capital Corp. told The Financial Times newspaper of London.

Scott Scherer, Boeing’s head of regulatory strategy at Boeing Capital, said the company would “not sit idly by.”

“Boeing is not going to let itself be hurt by the lack of an Ex-Im Bank,” he said. “If it means sourcing … to other countries who will support us we may have to look at that. Other countries have more aggressive export policies. We will find an alternative.”

There are Boeing leaders in Chicago who are short-sighted enough to do that, Brown said. They do, it certainly will take jobs from Washington workers because our state’s package of tax breaks makes it easy for them to do so.

“It’s one more reason why our Legislature needs to act on House Bill 2147, which ties Boeing’s tax breaks to the number of jobs it keeps in our state,” Brown said. “As a state, we’ve got to protect our own interests.”

Boeing offers financial planning help

Financial Engines offers advisory services to help District 751 members who work at Boeing manage the investments in their Voluntary Investment Plan account.

Through its annual campaign, Financial Engines reminds VIP participants about its two advisory services. The campaign also offers participants not already enrolled in Professional Management an opportunity to experience the fee-based service for six months with no program fees if canceled by Dec. 31 if you do not wish to continue the service. Otherwise, program fees will apply from the enrollment date and each quarter you continue participating. Fees are deducted directly from your VIP account.

A June 3 home-mailing included a retirement evaluation featuring Financial Engines’ “stoplight” image (seen on the My Retirement Income website through Total Access). The retirement evaluation can help participants decide if they’re on track.

Financial Engines offers two types of advisory services. With Online Advice, participants get advice on VIP investments using Financial Engines’ online tools; there is no fee to use this service. With Professional Management, Financial Engines puts VIP investment recommendations into action, monitors your account and rebalances as needed.

The annual campaign offer is available if you enroll June 3 through June 26.

Protestors: America’s trade deals must work for working Americans

Continued from Page 3

the trade bill, given the strong opposition from grass roots activists and ordinary voters.

In our state, more than 100 union locals, community organizations, small businesses, civic groups and political organizations — plus the Washington State Democratic Party and the city councils of Seattle and Bellingham — oppose “fast track.” And recent polls show that Washington State voters oppose it by margins of 22 to 6 percent.

“Afther more than 20 years of broken promises, lost jobs and rising economic inequality, the free traders have lost the backing of the labor movement,” said Gillian Locasico of the Washington Fair Trade Coalition, which helped organize the Renton protest.

“We strongly support trade, but only trade that benefits everyone,” she said. “We’ve seen and experienced the damage these deals can do. Trade is too important for Congress to pass up their only opportunity to influence these secret deals negotiated by international corporations. That’s exactly what’s at issue on Fast Track.”

“We stand in solidarity with our labor allies on our shared goals to protect our health and future.”

IAM 751 delegation lobbies Congress against trade deal

Continued from Page 3

what it was going to do to win passage of Fast Track.

The IAM delegation from Washington also lobbied on several other items. Perhaps the next most important item after Fast Track was the reauthorization of the Export-Import Bank.

Many members of the U.S. House of Representatives oppose the Ex-Im Bank. Most of the opponents say that the Ex-Im Bank is corporate welfare and should not pick winners and losers.

It should also be noted that Delta Air Lines opposes the reauthorization of the Ex-Im Bank because they view it as their competitors, such as Air India, having access to finance guarantees.

It seems ironic that Delta is opposed to the Ex-Im Bank and at the same time opposes competitive internationalization for the U.S. when it helps foreign companies secure financing to purchase American-made products. The bank is completely funded by fees that foreign buyers pay—it doesn’t cost U.S. taxpayers a dime—but the conservatives have targeted it because they believe the government shouldn’t help companies sell products, even if it creates good-paying jobs.

Boeing is fighting hard to keep these deals in place.

“Where we are going to be,” Conner said. “We’ve seen and experienced the damage these deals can do. Trade is too important for Congress to pass up their only opportunity to influence these secret deals negotiated by international corporations. That’s exactly what’s at issue on Fast Track.”

“We stand in solidarity with our labor allies on our shared goals to protect our health and future.”

IAM 751 delegation attends a union education class at the Seattle Union Hall.

A June 3 home-mailing included a retirement evaluation featuring Financial Engines’ “stoplight” image (seen on the My Retirement Income website through Total Access). The retirement evaluation can help participants decide if they’re on track. Financial Engines offers two types of advisory services. With Online Advice, participants get advice on VIP investments using Financial Engines’ online tools; there is no fee to use this service. With Professional Management, Financial Engines puts VIP investment recommendations into action, monitors your account and rebalances as needed.

The annual campaign offer is available if you enroll June 3 through June 26.
Join the Machinists 751 Retirement Club
Argory Cruise to Tillicum Village
Thursday, July 16th
Board the ship at 11 a.m.

Get an authentic taste of Northwest Native American culture that includes a narrated cruise, traditionally cooked salmon dinner and Coast Salish storytelling and dance.

Special rate for Club members and associate members and their spouses only:

$35 per adult and $32 age 65 or over

Deadline for discounted tickets: June 15!

Meet at the Seattle Union Hall at 10 a.m. for a ride to the Seattle Pier.

For more information, contact Club Treasurer Tom Lux at 206-551-1371.
FREE WANT ADS

AD RULES
Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, paid-for, or retired. For best response, include phone number. Members’ “cottage industries” will be OK on ads, but no private home addresses. When using own paper for ads, include information required on regular ad blank.

Deadline For Next Issue June 17th

HOUSING
1965 SINGLE WIDE MOBILE HOME located in Leisure Manor Mobile Park, Good condition, 1 bedroom, 1 bathroom, washer/dryer, $3,995 OBO 253-350-2091

INTERESTED IN A FEW DAYS AT A BEAUTIFUL SPOT in Washington or Oregon? Call Jerry for details and good price. 253-256-4201


TAKE A BREAK ON HOOD CANAL: 1-4bdm beach cabin, $100night with $250 weekly minimum stay. Search “South Point Cabin” on Facebook, then call 253-275-6981

LIVE IN YOUR RV ABOVE MARYSVILLE. Comfortable 25’ Eagle trailer w/ Attached – $850. Washer and dryer. Storage shed $500 month. Call Steve at 253-659-3116

MISCELLANEOUS
DAVID CLARK H10-40 headset w/new pads, telex P200 push-to-talk, pilot flight manual. $350. 425-226-2385

TUPPERWARE 3 piece vent & serve plates, optional covers, 2200A 4’x6’ stand. $25. 206-371-4778

FIVE ALLIGATOR HEADS – from Veteran’s Garden, next to the flag. Space much more, call for info. 425-327-2514

FOUR PLOTS Greenwood Memorial Cemetery, Renton 3,000 each or $10,000 all four. 253-425-5920

TWO CEMETARY PLOTS at Greenwood Memorial Park in Renton in the Veteran’s Garden, next to the flag, Space 2 and 3, $3,000 each. 253-922-1541

AD (25 word limit. Please print).

Circle One: ANIMALS BOATS TOOLS ELECTRONICS & ENTERTAINMENT FURNITURE & APPLIANCES RECREATIONAL VEHICLES MISCELLANEOUS PROPERTY RECREATIONAL MEMBERSHIP SPORTING GOODS VEHICLES COTTAGE INDUSTRIES

FREE WANTS ADS FOR MEMBERS ONLY

AUTO PARTS & ACCESSORIES
65 ‘COMET PARTS, finders, door hoods, bumpers, etc 1970-72 Torino parts. Call with needs, I’ve probably got what you need. 360-563-2422

TIRES: (4) 196-60-815 Hankook Winterpike (Studded). Less Than 20,000 miles. Awesome Snow tires. Only used during winter months. $45.00 ea, O.B.O. 253-238-4484

TIRES: (4) 196-60-815 Goodyear Assurance Triple Tread. Less than 10,000 miles. Excellent in rain or shine. Only used during non-winter months. $80.00 ea, O.B.O. 253-238-4484

390 FORD CRANKSHAFT, re-ground, very reasonable. (64 F250 radiator). 295-252-2296

WANTED ‘66 MUSTANG CONSUL Pursuit car, must be nice condition for a ‘66 coupe. 360-563-2422

BOATS
JET SKI & TRAILER 1992 Kawasaki TS and ‘92 galvanized Calkin. Oil injected, new battery, great condition for age. $950. 253-232-9236 Yelm

1992 22’ PONTOON BOAT 4 H Johnson $8,000. 509-787-1871

COTTAGE INDUSTRIES
BUY A HOME OR SELL A HOME. Call Skyline properties broker Von Provo. Call, text or email von@skylineproperties.com. BUY A HOME OR SELL A HOME.

FURNITURE & APPLIANCES
DAVID CLARK H10-40 headset w/new pads, telex P200 push-to-talk, pilot flight manual. $350. 425-226-2385

TUPPERWARE 3 piece vent & serve plates, optional covers, 2200A 4’x6’ stand. $25. 206-371-4778

FREE PLANTS: Purple Heart, very hardy and easy to grow. Crown of Thorns and African Milk Tree. Ruffles, plant starts, rooted cuttings, ready to plant $5 each. Milk Tree plants $3 each, easy to grow. 253-852-6809

PROPERTY
20 ACRES LAKE ROSEVIEW, great deer and turkey hunting, south and lake view, close to Lincoln City, off Miles-Creston Road $37,500. 253-218-5546

10 ACRES COUILLE WA new framed home 2,900 sq ft, mobile shop, mountain and valley views. Possible OWC, very much, call for info. 425-327-2514

4 PLOTS or Greenview Memorial Cemetery, Renton $3,000 each or $10,000 all four. 253-425-5920

RECREATIONAL VEHICLES
2008 DAMON TUSCANY 40’ Class A motorhome, 10,000 miles, 360 Cummins diesel, 4 slide-outs, automatic level jacks. 8000 watt generator. Exc. condition. 148.000 253-732-1984

1996 WINNEBAGO 30’, 30 K miles. Choice $1,499,000. 206-977-8717

SPORTING GOODS
SPIRIT TREADMILL $100. You had, Auburn area 253-735-6298

Vehicles
2007 HARLEY DAVIDSON ROAD KING CLASSIC 92’ C2. Speed, 28,000 miles, new blue pearl paint. Choice of two different seats and two different wheels. $1,100. 206-265-6545

2003 VICTORY CLASSIC CRUISER, $5,500.00, 27,750 miles Rims great, full face and half helmet, tank bag. Never tires and brakes. Bring cash or motorcycle endorsement, current tags, and ride away with this bike in hand. You will not find another bike like this, made in Spirit Lake, Idaho, USA by Par-Lars. Wayne 206-243-1275 leave a message 253-852-6809

Stay connected to District 751: Visit us at www.iam751.org
Visit the Machinists blog at: iam751.wordpress.com
Visit us at www.facebook.com/IAM751
Visit us at www.facebook.com/IAMEasternWashington

Free classified ad in Aero Mechanic Newspaper for the month of June. Deadline is June 17th.

Ads: Please limit your ad to 25 words or less. Please print.

Stay connected to District 751: Visit us at www.iam751.org
Visit the Machinists blog at: iam751.wordpress.com
Visit us at www.facebook.com/IAM751
Visit us at www.facebook.com/IAMEasternWashington
**FINANCIAL SENSE:** Is college in your child’s future?

It’s no secret that the cost of sending just one child to college for four years can be staggering. The College Board Advocacy and Policy Center reported that over the past decade college tuition and fees have increased. However, this year the average increase is smaller than it has been in the past. The table below shows how average college costs would continue to increase at national average annual inflation rates.

Rather than sending your student into the world with a burden of student-loan debt or private debt, consider saving options to help cover at least a portion, if not all, of higher-education expenses.

**Start Saving Early.** It’s common to assume that saving will be easier in the future when you’re earning more, but as your family and income grow, so do your expenses associated with your standard of living. If you wait until your student is closer to college age, you may find you’ve waited too long and may face the prospect of scaling back the family’s finances in other ways to save for hefty tuitions, fees, and living expenses.

**Put Time on Your Side.** When you start saving early, college savings can earn substantially more over time through the power of compounded growth. For example, suppose you start putting aside $100 every month for an eight-year-old child. Assuming a 5% annual growth rate, you’ll save $15,592 by the time your child is ready for college but will have invested only $12,000 out-of-pocket.

If you wait until your child is 15 years old to start saving, you’ll have to put more money aside each month to save the same amount, and your out-of-pocket investment will be much greater. For example, at the same 5% annual growth rate, it would take $460 per month to save $15,556 in time for college, and you’d have invested $14,400 out-of-pocket.**

**Know Your Options.** Fortunately, parents and grandparents who intend to cover or contribute to a child’s education costs have more choices today than they’ve ever had. If you’ve not yet looked into an education savings plan, Wells Fargo Advisors can help you choose among a variety of savings vehicles, including 529 plans, Education Savings Accounts (ESAs), and custodial accounts. Visit wells Fargo Advisors’ school for more information.

Proudly serving the I.A.M. & A.W. for over 25 years. This article was written by Wells Fargo Advisors and provided courtesy of Scott Wealth Management Group in Portland, OR at 1-800-923-6399 or www.scottwealthmgmt.com.

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Continued from Page 1

Spokane Union Hall (4226 E Mission Ave) on June 11. The first meeting is scheduled for noon for second shift employees on the way into work. The next meeting is at 3 p.m. for day shift members. Lunch will be provided at both meetings.

In addition to District 751 President Jon Holden, representatives from the IAM National Pension Plan will be on hand to provide detailed information on the plan and the value it brings to members, as well as answer questions members may have about the plan and its benefits.

The 2013 Triumph contract was accepted by default after a majority rejected the offer, but the strike vote fell short of the required two-thirds votes. That contract eliminated the pension for new hires.

After that contract was implemented, the Union learned that in the 2016 negotiations, if the new contract fails to offer the IAM Pension Plan to all employees (current and future), then the pension will be eliminated for all members at Triumph. Currently, the IAM National Pension Plan made dispensation to allow an exception since this information was not known when members were voting the offer in 2013.

“Pensions are reasonable and something worth fighting for,” Holden added. “But securing it for everyone requires solidarity, a united message and visible determination on the shop floor.”

Only through education and participation can members present a united, determined front that will convince management they are serious in negotiations.

One way to show solidarity is by wearing union t-shirts to work with the contract slogan “One Equal Team 2016.” Order forms for the $5 t-shirts are available from Union Stewards or can be downloaded from the website www.iam751.org/triumph. Orders will also be taken at the union informational meetings on June 11.

In the coming year, look for other visibility items to be distributed to help increase awareness and send a message of solidarity.


Machinists at Triumph gear up for negotiations

Machinists turnout for Bloomsday run

Once again Machinists Union members were visible at the annual Bloomsday Race. This marked the fifth year our Union took part – cheering runners on in the race, handing out informational packets from our booth and as one of the Corporate Cup winning teams in the race.

Union Steward John Warren organized the team that took first place in the 7th Division. This is the third time the Machinists team has won in the last five years.

Machinists volunteers handed out 4,000 informational packets to local participants to educate them on the benefits of union membership.

Helping out at the Machinists booth at the Bloomsday run were L-R: Steve Warren, Andrew Caudell, Ida Auckerman, Gary Swartz, Andrea Walsh, Craig Smoot, Allen Eveland, Margaret Howard, and Ken Howard.

Machinists Booth Delivers Green for Guide Dogs

Local 1951 Machinists raised $2,207 for Guide Dogs of America with their annual hot dog feed. The event was held the weekend of Mother’s Day – May 9-10 – in the parking lot of the Ranch & Home store in Kennewick. Local 1951 members handed out free hot dogs and information about the Machinists Union while collecting donations for the charity.

“It was a really successful weekend,” said Ken Howard, District 751’s staff assistant for Central Washington. “We raised money for a great charity, and spread the word about all the good things the Machinists Union does for working people in our community.”

Howard thanked the managers at Ranch & Home for supporting the annual event. “They are great partners for all our Guide Dogs fundraisers and we very much appreciate their support.”

Volunteers who helped with the Guide Dog booth at Ranch & Home that raised more than $2,200 for Guide Dogs were L to R: Merle Fowler and his wife, Jerianne, Chris Powers, Jack Griffiths and Brad Davis.