Another Round in the Tanker Battle

For nearly a decade, the Machinists Union has worked hard to secure the next Air Force Refueling Tanker contract for Boeing. Our most recent effort came in the form of a meeting with members of our Congressional delegation last month.

On February 19, District 751 members, Stewards and staff stood along- side U.S. Senator Maria Cantwell and Representatives Jay Inslee and Rick Larsen to voice support for the Boeing KC-767.

The rally, held at the Everett Union Hall, came just days before the Air Force released its final Request for Proposal (RFP) for refueling tankers on February 24. The RFP spells out 372 factors that the Pentagon will consider when awarding this contract.

The release of the new RFP started the clock ticking for potential bidders, of which there are likely to be only two: Boeing and the Northrop Grumman/EADs team that wants to modify Airbus A330s into tankers that are, at this point, simply concepts. Each side has 75 days to submit its bid, which means a deadline of May 10.

Pentagon officials are rejecting complaints from Alabama’s pro-Airbus contingent, who claim that the criteria was set up to unfairly favor Boeing’s less-expensive KC-767. Compared with the Airbus plane that would require billions of extra dollars in hangar and taxiway modifications, the Boeing plane is not only less expensive to buy, but less-expensive and less-time consuming to deploy.

The Alabama delegation lobbied hard to get the Pentagon to change its requirements to favor the Northrop/Airbus tanker and after losing the fight, Northrop Grumman executives have hinted that

Member Can Smile Thanks to Union Help

Auburn Machinist Barbara Arrasmith can smile about it now, but her three-month battle with her insurance company was about as much fun as a toothache.

But thanks to the efforts of her union – and some timely help from Boeing Human Resources – Arrasmith recently got a check for more than $900 that offset much of the bad taste in her mouth.

“My dentist hasn’t got time to sit there and fight with WDS,” she said. “I should have no fight with WDS.”

Arrasmith’s issue began in November, when her dentist informed her that she needed an implant to repair a damaged tooth. Her regular dentist referred her to a specialist, who did the work, and billed Washington Dental Service afterwards.

Arrasmith knew that the cost of the procedure was above and beyond the amount of the dental insurance benefit she had under her Machinists Union contract with Boeing, so she was prepared to pick up a sizable portion of the bill on her own.

What she wasn’t prepared for was Washington Dental denying the claim entirely—long as they’re not cosmetic. (Check it out on Page 229, lines 22-25.)

“They weren’t cosmetic,” Arrasmith said.

Arrasmith called the insurance company to point out the error, only to be rebuffed on the phone. “The girl got really rude,” she said.

Arrasmith’s dentist also wasn’t very much help. “My dentist hasn’t got time to sit there and fight with WDS,” she said. But somebody did have the time and inclination to help was Auburn Steward Dave Swan, who called in District 751 Business Rep Heather Barstow for added assistance.

“Dave Swan got a hold of Heather,” Arrasmith recounted. “She came in right away to see me, and later that day she handed me an

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Discussions right now." But it often feels to me like the movie Groundhog Day – for nine years we’ve done all that we could, so is this finally the morning when we wake up and things will be different? We’ve used Boeing in the tanker fight for all these years and know it is the right decision. We’ve always felt that the KC-767 tanker favored by Boeing was the right plane for the military. Northrop Grumman likes to talk about how its Airbus tanker has greater capacity, but the Boeing tanker needs a refueling plane, not some weird hybrid “multi-mission tank/transpo” that doesn’t carry cargo or pass fuel as well as a purpose-built plane. We’ve always known that the Boeing plane was a better option for taxpayers as well. Not only is the KC-767 itself less expensive than the competing Airbus plane, but going with Boeing means that the Air Force won’t have to spend billions more rebuilding airports and hangars to accommodate the oversized KC-30. Fiscally, it’s the smarter option. And we know that it’s a better option for America. With nearly 31 million Americans out of work completely, or working only part-time after losing full-time jobs, we need the kind of economic stimulus that only an all-American tanker can provide. Sure, the Northrop/ Airbus tanker would create some American jobs – but the Boeing tanker creates more, and in the midst of this Great Recession, that’s got to be a consideration. And we come back to the biggest reason why we’ve supported Boeing for all these years – a Boeing tanker means jobs for District 751 members and the tanker contract would mean that our members in Everett and Auburn – and those who work at Triumph Composites in Spokane and BAE in Everett – will be building 767s and 767 parts for most of the next two decades. Finally, we know that the Boeing tanker is the more practical option. It just makes more sense to have the world’s best aero- space workers build these planes, in existing factories with long-established supply chains, rather than go with the competing plan to have untrained workers who haven’t been hired, assembling planes in an as-yet- unknown facility built in Europe and shipped to America. The new Air Force tankers are too important to risk that kind of untested, one-of-a-kind, trans-Atlantic joint venture. The tanker battle is far from over, of course. We’ve still got a lot of work to do to convince the Pentagon and Congress – and really all Americans – of the truth about our tanker. And we’ll do this as one team, united in solidarity, from our local lodge officers in Puget Sound and Spokane to our International President. Our IAMAW board, and sisters and the Great Grand Lodge level have been beside us all the way. We’ve got long long road ahead of their support will be crucial once again. We’ll certainly need your support, so be ready when we call on you – one more time – to let your elected representatives know that a Boeing-built tanker is the only option for America, its military, its taxpayers and its economy. As our 75th anniversary year contin- ues, it’s important to note another key milestone, that being the start of a third decade for IAM/Boeing Joint Programs. Joint Programs was launched in 1989, as two separate initiatives: the Health and Safety Institute and the Quality Through Training Program, which later merged into one. Both were cooperative efforts by the Boeing Co. and this union to improve training and safety for workers in the factory. In the decades since, Joint Programs has pioneered all kinds of co- operative programs to improve the safety and productivity of our members, from health and safety sites committees at all Boeing’s major facilities, to career plan- ning and education assistance. Many of these programs have been in place for so long we’ve started taking them for granted. We show up – all the benefits that Joint Programs brings to our members were the fruits of hard bargaining. Joint Programs is also a fine example of what can happen when Boeing manage- ment partners with this union. By working together, we’ve been able to cut injuries and increase productivity – both of which are factors that contribute directly to Boeing’s bottom line. I firmly believe that if we could build on the cooperation we enjoy with the company in Joint Programs, then all Boeing’s shareholders and work- ers would both reap great benefits. Finally, the other big news in February was the first flight. Now, nearly 43 years to the day, we came one day shy of the 41st anniversary of the first 747’s maiden voyage. It was an incredibly proud moment for me, watching it take off and fly. This newest 747 model is bigger, more pow- erful and quieter than any of its prede- cessors, it is a symbol of the skills and ability of the thousands of District 751 members who work on it now, or have worked on it in the past. Our members have been building 747s for more than four decades, and each new generation has brought new skills to the table. That’s helped Boeing keep the airplane fresh. While other planes launched in 1969 – like the Concord — are sitting in museums, the 747 is flying planes everywhere. This is both a sign of the talent and dedication of our members. The 747’s-8 first flight was just one more example of how District 751 mem- bers are “First in Aerospace,” and I’d like to offer my heart-felt congratulations to everyone who worked on the new jumbo jet. You – and that airplane – are incredible. Continued from page 1

Boeing may have built 747s for four decades, but the Dash Eight program represented a whole- new challenge, said Rich Weiderstom. Perreira, one of the mechanics who worked on the program.

“Just think of the grief at first,,” Perreira said, “long hours to prepare the 747-8 beamed with pride as he

On Wednesday, “It was a long wait,” he said. “We earned this.” It was a proud moment, said Quaintana. “I built this. I put it to- gether,” he said. “We’re really excited to do a passenger plane too.”

Given all the hard work that went into building Boeing’s first 21st century jumbo jet, all District 751 Machinists should be proud. Wroblewski said. Their effort proved them worthy heroes to those original Incredibles who built the first 747s 41 years ago – and saved the Boeing Co. in the process.

Today’s first flight is a testament to the best aerospace workers in the world who are located right here in Puget Sound,” he said. “The 747–8, and the Machinists Union members who build it, are nothing short of incredible.”

747-8 First Flight, ‘Incredible’

A flight line mechanic crossing the runway as the 747-8 taxis for takeoff is dwarfed by the new jumbo jet. A flight line mechanic crossing the runway as the 747-8 taxis for takeoff is dwarfed by the new jumbo jet. A flight line mechanic crossing the runway as the 747-8 taxis for takeoff is dwarfed by the new jumbo jet.
Another Round in the Ongoing Tanker Battle

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they may not bother to submit a bid. “Why would a customer change their requirements so a certain company’s products can be considered?” questioned District President Tom Wrobleski.

“What our military needs should come first, and we know that means selecting the Boeing-built tanker.”

At the Feb. 19 rally, Wrobleski thanked Senator Cantwell and Representatives Inslee and Larsen for their efforts and also acknowledged the leadership of Senator Patty Murray and Congressman Norm Dicks in this long struggle to secure the right tanker for the U.S. Air Force. He also applauded the blood and sweat of our members who have put into this battle.

Once the bids close on May 10, the Pentagon will spend the next 120 days reviewing the proposals from eight other manufacturers. At the end of that time frame, the Pentagon will announce on who will build the next-generation tanker sometime in mid-September.

“This is going to be an objective completion,” Deputy Defense Secretary William Lynn said. “It is going to be fair. It is going to be open.” He also vowed to resist political pressure and “play this straight down the middle.”

To enhance our changes, District 751 has been participating in the Washington Aerospace Partnership (WAP), a coalition of business, labor and government leaders pushing for a Boeing tanker and reaching out to other states for support. The partnership also has launched the website www.ustanker2010.com. In addition, Governor Chris Gregoire led a press conference on Feb. 22 that included governors from eight other states who are pushing for a Boeing tanker.

Senator Maria Cantwell talked with concerned members at the Everett Hall on Wednesday to offer their efforts to support the Boeing tanker contract.

Senators Maria Cantwell and Patty Murray, along with Congressman Inslee and Larsen for their efforts in this long struggle. The Machinists said.

One such group that surfaced at the end of February is the “Build Them Both” coalition, which urged Congress and the Pentagon for a split-buy to dilute the taxpayer’s tanker dollars. This group claims to be a grass-roots coalition of concerned citizens who only want what’s best for the Air Force, but they have hired a high-profile political operative to lead their D.C. lobbying efforts – making their effort look anything but grassroots.

Their well-polished campaign has sprung up overnight, signaling that someone has poured a lot of money into it, but they have yet to disclose who.

Fortunately, the Pentagon insists that it’s not interested in splitting the tanker contract — sentiments top Air Force officials repeated just this week.

Anyone who has experience in the aerospace industry, as our members here in Puget Sound do, understands why. The world’s most profitable airlines only operate one type of plane in their fleet, because it cuts down on spare part costs and training requirements.

After reviewing the final RFP, Boeing’s backers feel sure that the camera is “closed to the KC-767 would be the right plane for the Air Force.”

“I’m pleased with what I heard,” said U.S. Rep. Jay Inslee. “As far as the specifics of the proposal, we’re very much in the game.”

U.S. Sen. Patty Murray agreed, and vowed close oversight to ensure the Air Force lives up to its promise to be “fair and transparent.”

And U.S. Sen. Maria Cantwell delivered good news to District 751 members. She told reporters that Boeing has promised her that the tanker will be built in Everett and modify them in Wichita, which specifically rules out any chance of building them in South Carolina.

“Given a fair shot, Washington state’s workers will bring home this contract,” Murray said. “We have the skills, the technology, and the experience of having built the only combat-ready tanker to prove it.”

District President Tom Wrobleski declared “We’ll keep up our efforts until our members are finally building these refined rides.”

Currently, the KC-767 is the right plane, our Congressional delegation knows it, and soon the Air Force will acknowledge that too by awarding the contract to Boeing.

Steward Robin Johnston (l) conveys his concerns to Congressman Larsen and 751 Political Director Larry Brown.

Steward Steve Johnston (l) talks with the Community Transit board to keep early morning bus to Boeing Everett.

Inset: Business Rep. on Holden stressed the cuts would make parking and traffic at the Everett plant much worse.

Members Urge Reconsideration of Proposed Bus Cuts

On February 4, a delegation of District 751 members strongly urged the Community Transit board of directors at a public hearing to reconsider plans to shut down early-morning bus routes that workers rely on to get to Boeing’s Everett facilities.

Without the bus service, “the already difficult parking situation at the Boeing plant will become nearly impossible,” Business Rep. Jon Holden told the board.

“Without Community Transit service, most of us are at work at 6 a.m. – we start at 5:30.” Steward Brett Sanchez told the board.

By cutting that early-morning service, “you’re going to be losing money, you’re not going to have people riding the bus in the afternoon,” he said.

The agency is promoting van pools to retain ridership but they just can’t meet the need, added Steward Steve Johnson, who described the morning traffic jams on the trestle where U.S. Highway 2 and Interstate 5 meet. He gets caught there most mornings in his van pool, he said, and “the buses that run past us are already full of Boeing workers.”

Cutting back on service will only make things worse, Johnson said. “Parking at Boeing is horrible and the highways to the plant are jammed solid.”

The IAM delegation loudly applauded the testimony of Boeing manager Doug Simmons. “The bus ride in from Stanwood is one of the routes Community Transit has proposed cutting, even though it’s packed full to standing,” Simmons said.

“Everybody’s loading up in Stanwood. That’s where you’re getting all your people.” So people will take the fare increase – just I hope you’ll consider other options.”

Holden urged the board to delay a decision until the Legislature has time to act on a proposal that would allow Community Transit to temporarily collect new fees, which would be enough to fill the budget gap.

Cutting commuter service to Snohomish County’s largest employer in the midst of a recession is a mistake, the Machinists said.

“As far as I can see, if these cuts are made, citizens may not be able to go to work, citizens will pay more in fuel costs, this will keep patrons of Community Transit buses, and it will discourage ridership forever,” Holden told the board. “None of these help bring us out of this recession.”

Stimulus Funds for Spokane

Spokane will be able to complete another four miles of it long-delayed North Spokane Corridor, thanks to $35 million in federal dollars from the so-called Obama stimulus package.

That’s good news for members of Local 86 in Spokane, who for decades have waited for state and local officials to complete the north-south route through the heart of Spokane, linking Interstate 90 to U.S. Highway 395.

The corridor expansion “will save shippers both time and money while freeing Spokane motorists from avoidable traffic congestion and relieving much of the 2.4 million pounds of carbon dioxide generated when the large rigs creep from intersection to intersection and sometimes tie up traffic through multiple signal changes while navigating the maze of tight turns,” according to the editorial board of the Spokane-Review newspaper — where the workers who run the presses are Local 86 members.

Local 86 also represents mechanics at Kenworth Sales, Penske Truck Leasing, Cummins Northwest, United Parcel Services and B&B Truck Services — all companies that have a vested interest in improving routes for trucks hauling freight through eastern Washington’s largest city.

The Spokane project is “exactly the type of project I had in mind when working to create this grant program,” said U.S. Sen. Patty Murray, who announced that Spokane had won the funding. “This project puts people to work, improves safety, reduces congestion, and helps build a more economically vibrant and competitive region.”
District 751 is one of the first units of the International Association of Machinists to have actively embraced UCubed, a nationwide initiative of the IAM&AW to aid unemployed Americans.

District 751 staffs distributed information and recruited UCubed members at a series of “resource fairs” organized for jobless people in Snohomish County in February.

“It’s a communications tool amongst themselves, with the hope that there’ll be enough people to join the cube to be an influence on Olympia and Washington D.C. (for jobs),” said Emie McCarthy, a District 751 organizer who took part in the resource fairs.

The fairs were held in Everett, Marysville and Lynnwood, and were sponsored by the Snohomish County Employment and local aid agencies. The goal was to let unemployed people know about a wide range of services available to help them find jobs, get training for new careers or to just survive during this Great Recession.

Offerings ranged from free flu shots for unemployed people to tax workshops to free tax-filing assistance to help jobless people get bigger returns.

Snohomish County’s official jobless rate hit 10.3 percent in December (the most recent figure for which data was reported). That’s higher than the statewide average of 9.5 percent, and translates into more than 39,000 people out of work

It doesn’t count the number of people who are working less than full-time, or who have given up on finding a job altogether.

“We’ve heard something for people who are out of work,” said Carl Zupera, the CEO of United Way of Snohomish County. “We can’t just sit back and wait for things to get better.”

More than 200 people showed up for each event, he said, with attendance getting bigger as word-of-mouth spread. “We’re reaching 500, 600, 700, 1,000, 1,500 people who are getting some valuable tools.”

Membership in UCubed — formally called “Ur Union of Unemployed” — was one of them.

The IAM&AW launched the new union for unemployed people in January. The union cited a need to do something to help the more than 31 million Americans who are out of work completely or have seen their hours significantly slashed as a result of the economic meltdown.

“It is organized around a simple concept: unemployed people join six-person “cubes” with other out-of-work people in their ZIP codes. The people can share work information, provide moral support and help each other to try to make it through the current economic crisis.”

UCubed also provides links to online job-finding tools, including resume-writing tips and advice on how and where to look for work. And people who join UCubed get access to the Machinists’ Mall, where they can take advantage of the same discounts and rebates on essential goods and services that regular IAM members enjoy.

“As the cubes grow, they also become a way to ensure that jobless people have their voices heard in the halls of power. One of the documents the District 751 organizers handed out was a “Jobs Now!” card addressed to Congressional leaders, telling them that “if we can spend billions on banks, we can certainly invest in American workers.”

That seemed to strike a chord with the Snohomish County people at the resource fairs, said Abdul-aleem Ahmed, another District 751 organizer. “A lot of people are frustrated that Congress moved so quickly to bail out Wall Street, but has taken its time when it comes to creating jobs for ordinary Americans.”

As the cubes grow, UCubed’s organizers at the IAM&AW are putting together a searchable database listing unemployed people and their skills that will be available to employers who will be looking to hire when the economy eventually rights itself.

“Ur Union of Unemployed is a way — I think it is the best way — for thousands of unemployed to get and stay active during those dreary days and sleepless nights,” said IAM&AW International President Tom Buffenbarger. “I am convinced that this unique, useful and unifying idea will add a real sense of urgency to efforts to get all Americans back to work.”

Snohomish County officials were glad to have the Machinists spread the word about UCubed at their events, said Deborah Squier, who is the vice president of marketing for the local Union.

“It’s a great resource,” she said, “and a real service that’s relatively new that people might not know about.”

Squire said the personal connections UCubed offers are probably the most-valuable aspect.

“Most of us find jobs through networking, not through want-ads.”

District 751 will be looking for more opportunities to spread the word about UCubed, District President Tom Wroblewski said. Details about UCubed also are available online at www.unionunemployed.com.

Applications for IAM/Boeing Apprenticeship Accepted in April - Start Preparing Now!

Applications will be accepted for the IAM/Boeing Joint Apprenticeship Program April 1, 2010 through April 30, 2010.

Applications will be accepted for the following trades:

• Cellular Manufacturing Machinist
• Composite Manufacturing Technician
• Machinist, Tool & Cutter Grinder
• Industrial Electronic Maintenance Technician
• Model Maker
• NC/SPM Mill Operator
• Tool & Cutter Grinder

To obtain an application, call the apprenticeship office at 253-657-2518 between April 1st and April 30th – or print an application from the web at www.iamboeing.com/apprenticeship.cfm.

To qualify, you must:

• Be at least 18 years of age.
• Be a current Puget Sound Boeing employee, or a previous Puget Sound area Boeing employee on the active payroll within the past eight years of the current application acceptance period (employed any time after January 2001 for the current application period).
• Have a GED or a high school diploma.
• Have US person status.
• Be able to perform the physical requirements of the apprenticeship program for the Industrial Electronic Maintenance Technician Program, applicants must be able to distinguish between positive and negative DC and AC voltages.

Applications programs are 8,000 to 10,000 hours in length and include mandatory off-hour, unpaid classroom training. Paid on-the-job training by skilled journeymen provides apprentices with high demand industry standards and knowledge.

The recruitment, selection, employment and training of apprentices is with the purpose of discrimination based upon race, color, religion, sex, age, national origin or the presence of a disability.

A Preparing for an Apprenticeship packet detailing the prerequisites for the trade will be sent to those interested in applying. This information is also available on the apprenticeship website at http://apprenticeship.iamboeing.com.

The program is co-sponsored by the IAM/Boeing Joint Apprenticeship Committee.

Button Display of History

A new display at the Seattle Union Hall tracks the history of District 751 through the pins and badges members have worn on their chests over the past 75 years.

The pins – all of them donated by members – tell the story of how Machinists have tackled the issues confronting them over the decades, said Tom Lux, the chairman of the District’s Labor History Committee, and one of the people who helped assemble the display over a period of several months, starting last fall.

“It’s just a visual reminder of where we’ve come from,” said Lux. The collection includes a lot of buttons showing support for politicians who have backed the cause of labor since 1935, as well as others worn by people opposed to anti-Union politicians.

Other pins show support for candidates in races for union offices with both the IAM and the American Federation of Labor. Likewise, there are a lot of solidarity pins from contract talks and strikes, dating back to the 1980 Boeing contract. Others were worn in solidarity with other Unions — like the United Farmworkers, Communication Workers of America and SPEEA — as they fought for Just Contracts.

But the collection also shows the evolution of day-to-day Union Activity. Some of the oldest buttons, Lux said, are those worn by Machinists during the 1930s to show they were full dues-paying members able to vote in Union elections – an important point in the days when not every mechanic at Boeing was part of the Union.

There are also a number of Stewart’s badges from the ‘30s and ‘40s, Lux said.

The display went up in December in the hallway outside the Stewards’ Union Hall.
I AM/Boeing Joint Programs was established in the 1989 contract negotiations and began to deliver services to the members in 1990. In the past 20 years, this innovative program led the way in delivering many valuable resources, training and benefits to our members. Often what started as an idea at the Joint Programs became a company-wide initiative or was incorporated into our every day work life at Boeing. Looking back gives us a chance to reflect on the accomplishments Joint Programs helped develop. Here are some highlights from the last 20 years.

**EDUCATION ASSISTANCE** – Whether you plan to continue in your present work or seek a career change, Education Assistance (EA) provides both active and laid-off IAM-represented employees opportunities for training and education. EA was introduced in the early 1990’s – long before Learning Together. EA is a unique program that allows active and laid-off employees to attend classes and training courses to advance their personal and career goals – even if the training is not related to an employee’s current job. In addition, Joint Programs Edu- cation Assistance was the first Boeing initiative to pay tuition directly to the school.

**CAREER ADVISORS/CAREER PLANNING** – One of the most valued services Joint Programs offers is its onsite Career Advisors. Whether you are holding a WARN notice, already laid-off or an active employee wanting to explore options for the future, Career Advisors can help. Career Advisors offer confidential personalized career development and training plans. They help identify and enroll you in education programs, assist with Union Employment Services transfers, and offer training evaluation, or challenge tests. In addition, they can help with Career Guides in determining a new career path, offer job leads and job search skills, provide information about the re-employment process and many other valuable resources.

**CAREER GUIDES AND CAREER EXPLORER** – Career Guides are written by union members on staff of Joint Programs, who utilized subject matter experts (hourly employees and line managers in each of the jobs) to validate and capture up-to-date information. Each Guide shows a job summary, typical tasks, duties and responsibilities, knowledge skills and abilities, physical demands, potential hazards, required and minimum skill and experience requirements. The training recommendations in the guides directly link to the enrollment for off-hour classes.

**LAID-OFF REDEPLOYED WORKERS** – Through every layoff since 1990, Joint Programs has been there to help our members transition to new careers or training after they leave Boeing. Redeployment services include not only Education Assistance, but also career counseling, assisting with enrollment in retraining programs, and helping with search and resumed work. Joint Programs also successfully coordinated job fairs to put employers in touch with our laid-off employees and assist their moving forward.

**Advisors** also assist laid-off members through the Trade Assistance process when the Union has been successful in securing that benefit from the Dept. of Labor.

**SELF-PACED PROGRAMS/COMPUTER LABS** – Joint Programs has continually offered self-paced programs and computer labs to meet the educational needs of our members – whether it is remedial training, learning new computer skills, or a host of other life skills. Joint Programs continues to deliver of training. Peer trainers continue to work on the shop floor serving as mentors rather than spending years in a classroom teaching a course.

**PEER TRAINING/CURRICULUM DEVELOPMENT** – When you want to learn how to do a specialized job who do you ask? The experts – our peers. Joint Programs offers this training in shop specific training, safety training which included incident investigation, lockout-tag-out, and “tricks of the trade” to know the most efficient way to perform their job. Joint Programs Peer Trainers were utilized in the design, development and delivery of training. Peer trainers continue to work on the shop floor serving as mentors rather than spending years in a classroom teaching a course.

**IN-PLANT ON-THE-JOB TRAINING** – Joint Programs has delivered unsafe media training on-site for employees in need of quick reference materials for highly-specialized processes after a technology change in the area. In addition, Skills Centers were located at various plant locations for hands-on training near the work area. The Skills Centers utilize Subject-Matter Experts, which are 751 members from the shop floor, to assist in training.

**SITE-SPECIFIC INITIATIVES** – Safety issues are different in aircraft assembly locations than in the fabrication division or facility maintenance. Individually, individuals can request tailored training assistance in special projects, displays, and support in investigating of area-specific health and safety incidents. In addition, Ergonomic centers allowed employees to check out and “try out” personal protective equipment ranging from air insoles for shoes, to anti-vibration gloves, to an array of knee pads and a variety of ladders that offer a broader standing base for greater comfort and stability.

**SAFETY SHOE REIMBURSEMENT** – Safety Shoe reimbursement was negotiated into the 1999 contract and originally provided $50 reimbursement for purchase of steel-toed shoes for IAM-represented employees working in “mandatory compli- ance” or company directed steel-toed shoe work areas. In 2002, reimbursement amount was increased to $75 and designation of who could receive reimbursement was eliminated. All actively employed IAM-represented employees are eligible to receive a reimbursement of up to $75 for approved safety shoes according to HSI program guidelines.

**HAZARD COMMUNICATION TEAM** - This began with comprehensive training on the proper handling of chemicals and processes in the workplace and has evolved into an intranet-based curricu- luum that moves at an individual’s own pace, as well as a video explaining the company’s chemical introduction process and how it impacts the workforce.

**SHEAR FORM** – While the SHEAR FORM is a Company process, Joint Programs was involved in the development and has ongoing revisions. The Site Committees help deliver resolution to those identified issues.

These are just some of the most memorable highlights of the first 20 years of the IAM/Boeing Joint Programs – an innova- tive organization that will continue to ensure our members are prepared for the challenge of change years into the future. Joint Programs will continue partnering to strengthen our workforce through Safety, Education, and Training.
Solidarity and teamwork are alive and well for members working in the Accurate Floor Grids shop in the 40-53 building in Everett. When a long-time member needed assistance, the crew sprang into action to make his road to recovery easier.

Member Lou Forbush, a QA Inspector who began working at Boeing in the 1960’s, suffered a stroke in early February, and co-workers have continually checked in to get updates and offer assistance. On Wednesday, February 17, members learned that Lou was going to be released from the hospital on Monday, February 22. However, in order to be allowed to return home, a wheelchair ramp had to be constructed at his house.

Wanting to ensure Lou returned home at the earliest possible date, Union Stewards Ed Haala and Deanette Woods knew who to call—the Union. They contacted Business Rep Jon Holden, who has years of experience building wheelchair ramps with the Machinists Volunteer Program, and asked if a ramp could be constructed over the coming weekend. Holden responded he and Local F President Garth Lauck would offer their expertise and experience on the ramp building if there were adequate volunteers to complete the project.

The crew eagerly volunteered their Saturday to help Lou and included: Ed Haala, Deanne Woods, Jon Holden, Garth Lauck, John P Gravelle III, Gary Williams, Aaron Aason, David T. Downey, Theresa Tyyo-Moore, Kevin Godfrey and his two sons, Zack and Parker (future machinists).

Stewards Deanne Woods and Ed Haala paid for the ramp materials to get it built and are organizing a fundraiser to cover costs and provide additional assistance to Lou. A hotdog feed will be held on Friday, March 5 from 10 to 11:30 a.m. in the 40-21 building, column B-10.5. Any members are welcome to participate and help out a fellow Union member.

“We have a great group of members who really step up and stick together,” said Haala. “This isn’t the end of the assistance we’ll provide for Lou because there is still work to be done on the house. We’re organizing a paint crew now to pressure wash and paint his house. It really is a family that supports each other and is there when you need them, which hopefully will make Lou’s recovery a little easier.”

Above and left: The volunteer crew got lucky with springtime weather to build the ramp for a co-worker in February. Several members brought their children to help with the project.

Voluntary Layoffs Available at Boeing

District 751 and Boeing have agreed on a letter of understanding that will allow some members at Boeing in job cuts with a declared surplus to volunteer to be laid off with benefits. The agreement follows up on a similar letter of understanding agreed to in 2009. Voluntary layoffs are a way for Boeing to trim its workforce while still retaining employees with critical skills who want to remain on the payroll. The new agreement will be in effect through the rest of 2010.

Interested members can apply for a voluntary layoff by completing an online Registration of Interest form. Visit our website at www.iam751.org for details of benefit and the process.

Voluntary Layoffs Available at Boeing

BOEING APPRECIATION DAY AT MOHAI - Sunday, March 21

The Museum of History and Industry (MOHAI) will be hosting a Boeing Appreciation Day on Sunday, March 21 from 11 a.m. to 5 p.m.

Special tours, discounts, drawings and activities for children will be available on a first come basis. MOHAI is now Open on Sundays. Check www.seattlehistory.org for full schedule of the day’s activities.

From current and former Boeing employees.

Voluntary Layoffs Available at Boeing

In the February edition of the Aero Mechanic, on page 3 incorrectly reported the wrong layoff dates to trigger Trade Adjustment Assistance for employees laid-off from 27 different contractors who work at Boeing. The correct layoff dates for TAA benefits are May 22, 2008 through October 19, 2011. The February paper had March 29, 2008 instead of May.

Correction from Last Month on TAA for Contractors

City employees at Woodinville are among the newest members of District 751, but they’ve already proved they understand one of the union’s most-important roles—community service.

Over the past year, about a half-dozen Machinists Union members from Woodinville have been actively involved in rebuilding a house owned by Annie Babcock. Babcock and her husband were the victims of an unscrupulous building contractor, who they hired to remodel their Woodinville home in the late ’90s. The contractor took more than a quarter-million dollars from them, gutted the house to start the work—and then left town, leaving the house unlivable.

Adding insult to injury, Babcock’s husband, George, developed cancer and died, leaving his wife alone to tackle the extensive rehabilitation. She couldn’t keep up, and thieves and vandals took over, stripping the house of its furnace, wiring and plumbing.

When member Lou Forbush had a stroke and needed a wheelchair ramp built to come home, co-workers showed up in force on a Saturday.

The Everett crew is holding a hotdog feed fundraiser for Lou on Friday, March 5 from 10 to 11:30 a.m. in the 40-21 building, column B-10.5.

751 Offers Red Cross Assistance for Winter Olympics

Most of us realize that months of planning and preparation go into an event as the size of the Winter Olympics. However, few are aware of how many organizations are involved or the extent of the contingency plans.

In January, Machinists District 751 became part of the Winter Olympics contingency plan in case there was a disaster at the games.

In the event of a natural disaster, terrorist act or other catastrophe and athletes and citizens needed to be evacuated, District 751 agreed to allow the Red Cross to use our Everett Union Hall as a staging area for families of potential victims. The plan would be to fly people out of Vancouver to Paine Field via military airlift. This would create a tremendous influx of families wanting to get in touch with their loved ones. Our hall would be the focal point.

District Secretary-Treasurer Susan Palmer worked with the Red Cross and the Everett Business Reps setting up a phone chain in the event the hall is activated as a support center.

“We hope our hall won’t be needed, but if there is an event that triggers evacuation, the Union is proud to offer its services to help,” noted Palmer.

751 Offers Red Cross Assistance for Winter Olympics

Voluntary Layoffs Available at Boeing

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From current and former Boeing employees.

Voluntary Layoffs Available at Boeing
Members ‘Build’ Community Service with MVP

751 volunteers (from left) Bob Gasford, Matt Hardy, Jon Holden, Garth Luark, Brian Meyer, Robley Evans, Jim Scarpino, David Simmins, Jason Burt and Vennie Murphy teamed with other community volunteers to spend a day working to restore Annie Babcock’s house in Woodinville.

Business Rep Jon Holden and MVP Chairman Robley Evans were among the volunteers who filled in trenches in Annie Babcock’s yard.

District 751 Members at McChord Field are playing a key role in the U.S. response to the recent earthquake in Haiti.

The members—all employees of Boeing Aerospace Operations—provide a crucial currency training capability for Airmen and maintain the simulators that C-17 pilots and crews train on at the airfield, which is part of the Army and Air Force’s mission to provide a range of support services for C-17s being delivered to clients around the world.

Schneller and his BAO colleagues joined the Machinists Union in 2009. There are about 40 members in all, providing a range of support services for C-17s belonging to the 62nd Airlift Wing, including training for pilots and loadmasters, and maintaining the flight simulators. New C-17 pilots spend about 25 hours gaining flight experience, that tapers off, but a veteran pilot still will spend 10 to 15 hours every three months practicing on the “sim.”

“ Iraq and Afghanistan, tsunamis, hurricanes, earthquakes — it seems like they’re involved in just about everything,” Schneller said. “That’s the thing about airift, it does not tend to be routine. You’ve got to be prepared for the next thing.”

Jackson was on the first McChord flight into Haiti on Jan. 17, five days after the earthquake struck. The crew flew into New York City to bring in aide workers, and then back to Port-au-Prince.

“Everyone is just a real honor to be able to help out with something like that,” Jackson said.

McChord has two C-17s dedicated to flying Haitian relief missions as of press time, and because their crews are well-trained the squadron at McChord finds itself flying all kinds of military and humanitarian missions, all over the world.

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751 Aero Mechanic Page 7

Members at McChord Provide Help to Haiti

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The Martyrs of Women’s History:: Remembering the Victims of the Triangle Shirtwaist Fire of 1911

by Rosanne Tomyn

Every March, the nation celebrates Women’s History. We recount the names of many brave women who gave a voice to working women everywhere: Elizabeth Gurley Flynn, Mother Jones, Kate Mullany. We speak of their courage and undying devotion to the labor movement. We remember the women who spoke out, who shouted and made sure that everyone heard. But what about the women that didn’t have a voice? What about the victims of an unfair system that didn’t live to see true change? What about those women that, in their own nameless suffering, forged the path for all women today? Those women are the Jane Does of history, and though they don’t have a namesake, their story is more than worth mentioning.

In the struggle for workers rights, many women lost their lives: mothers, sisters, wives, daughters, aunts, grandmothers. All of their sacrifices exemplifying the power of the female voice; a power that so many women of old America had only in death. For in life, they lived and worked in silent slavery, but in death the collective silence of their loss inspired a collective silence of very, but in death the working women their loss inspired a collective silence of their contributions.

Garment Workers Union (ILGWU). Hours after their counterparts at the companies on the lower floors had been released to go home, the workers at Triangle continued to slave away at their machines and at 4:40 p.m., a fire started on the eighth floor. Surrounded by hanging linens and scrap materials strewn on the floor, the fire quickly erupted.

Workers immediately began filling buckets with water to douse the flames, but it didn’t take long to realize that the fire could not be stopped and the flames quickly spread through the ninth and tenth floors. Trying to flee the building, workers found that the exits had been locked by supervisors to prevent breaks and keep union organizers out. Further frantic searching for a way out of the flaming building led to the discovery that both the building’s elevators were not working. And, the sole fire escape doomed from the moment the fire started.

In an article run in the American Federationist newspaper the following month, Samuel Gompers noted that the workers were “packed at their machines like close-herded cattle, while at work they were locked in like penitentiary prisoners, they had never been exercised in a fire drill, they toiled among heaps of highly flammable materials, they had as outlets in case of fire an impracticable fire-excape….”

A New York Times article that ran the following day reported that most of the workers “were suffocated or burned to death within the building, but some who fought their way to the windows and leaped met death as surely, but perhaps more quickly.”

One observer noted that the girls “rushed to the windows and looked down at Green Street, 100 feet below them. Then one poor, little creature jumped. There was a plate glass protection over part of the sidewalk, but she crashed through it, wrecking it and breaking her body into a thousand pieces.”

One man in the building, the only man that many reported seeing jump himself, helped the girls get out the window. He held the women out the window and dropped them one by one. Observer William G. Shepherd said, “He held out a girl who did not resist. I noticed that. They were as unconscious as if he were helping them onto a streetcar instead of into eternity. Undoubtedly, he saw that a terrible death awaited them in the flames, and his was only a terrible chivalry.”

According to Shepherd, the most tragic scene came when the same man held her love out the window before propelling to the ground himself. “Those of us who were looking saw her put her arms about him and kiss him. Then he held her out into space and dropped her. But quick as a flash he was on the window sill himself…together they went into eternity. He chose the easiest way and was brave enough to even help the girl he loved to a quicker death, after she had given him a goodbye kiss.”

The girls continued to pour out the windows and in the end, 148 people lay dead in the streets and burned within the building’s charred remains. Fire Chief Croker, who could recall a career-worth of horrific images, said that the Triangle Shirtwaist Fire was the worst he had ever seen. And, when asked if he could identify if the bodies in the building were that of women, another officer on the scene replied that “his human, that’s all you can tell.”

In the days that followed, memorials were held throughout the city. The ILGWU held a march of protest and outraged citizens demanded action taken against unfair working conditions. The community began to recognize the power of the union in the protection of workers – and many realized that a union presence at Triangle could have averted the tragedy altogether. At a memorial held in the Metropolitan Opera House on April 2, 1911, Women’s Trade Union League organizer Rose Schneiderman called on the working class to demand change. “I can’t talk fellowship to you who are gathered here. Too much blood has been spilled. I know from my experience it is up to the working people to save themselves. The only way they can save themselves is by a strong working-class movement.”

Marches, memorials and rallies helped garner more attention and within a month, a Factory Investigating Commission was founded. Statewide hearings led to Factory safety legislation and prompted unions and businesses to conduct investigations through the Joint Board of Sanitary Control. Stricter standards were put in place and the unions were granted the ability to enforce workplace safety requirements.

The loss of 148 lives in the Triangle Shirtwaist Fire created a devastating blemish on American history. But its influence on the labor movement cannot be measured. The loss of the poor women who suffered that day connected a nation and ensured that workers today would have a safer place to work. That is why these voiceless martyrs to the cause of social and labor justice should stand at the forefront as we look back and celebrate women’s history this month. Their silence for too long deafening than any powerful speech; these Jane Does are the true heroes of history.

A photo by the International Ladies Garment Workers Union.
March Retired Club Minutes

by Ruth Render, Retired Club Secretary

The meeting on February 8 was called to order by Vice President T.J. Seibert. Roll Call of Officers: All officers were present.

Minutes: It was MSP to accept the minutes as printed.

Financial Report: The January expense report was read by Treasurer Betty Ness. A motion was made to accept the report as read. MSP.

Communications: The Retired Club has received notice that District 751 Communications Department is planning to record the histories of retired members. Anyone who would like to be interviewed should contact Rosanne Tomyn at 206-764-0540.

Business Report:

Bus Rep Mark Johnson reported the first flight of the 747-8 is planned for today. Before the meeting, he spoke with some of the retirees who were present when the first 747 took flight and noted the production of that plane was on schedule. Johnson gave a progress report about the 787 and reported Boeing is changing 401K matching funds from 6% to 6.5%. He gave the report. A moment of silence was observed for the following deceased members: Richard Roach, John Krash, and Doris Wing. He also mentioned what a wonderful person Carl Schwartz was.

New Business: John Guevarra reported the Legislative Committee meets an hour before the business meeting and all are welcome to join them. He went to Olympia February 5th to support education and say no to budget cuts in education. He encouraged everyone who signed a petition last month; 8,000 signatures were turned in.

Audit Report: John Guevarra complimented Retired Club Treasurer Betty Ness on the fine job she does doing ensuring everything is in place to do the audit, which takes place every six months. The recent audit went well.

Birthdays & Anniversaries: Recording Secretary Ruth Render read the Birthdays and Anniversaries. John Pompeo & Dorothea Dalsky and Vera & Calvin Drols.

March Retired Club Meetings Schedule

- 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.) Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.
- Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the first Tuesday of every month at 11 a.m.
- Alliance of Retired Americans South Area Chapter meets the second Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). We share information about developments affecting seniors, we decide on letters and e-mails to public officials expressing elders’ concerns and what is happening to seniors. Come on in and sit in and see what goes on. For more info, contact Leroy Miller at 206-878-0601.

Celebrating anniversaries in March were: L to R: Harold and Dorothea Dalsky and Vera and Calvin Drols.

Monthly Retired Club Meetings Schedule

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Union Retirees:

Congratulations to the following members who retired from the Union:

- Cherie S Bates
- August Berger
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- Manuel L Borja
- Gregory O Brooks
- James W Buck
- John L Cavley
- Uon Y Chbor
- Van Chor
- Lynn E Doland
- David M Edgar
- Curtis J Ehike
- Dammie L Ellingson
- Diane M Fehl
- Thomas Giles
- Philip M Grounke
- Raymond F Gunderman
- Danny J Hammarsen
- Carrie M Hatten
- Gerald E Jones

Legislative Report:

- Carl Schwartz reported President Obama has included a measure in the budget for a $250 payment for everyone on Social Security. This organization has made a resolution that we are in favor of including this item in the budget and gave it to all of our Senators and Congressmen.
- Carl wrote a letter to the Editor of The Seattle Times regarding the recent Supreme Court ruling that now allows corporations to spend as much as they choose on political campaigns. His personal feeling is that this ruling will create an un-even playing field.

Attention Retirees - Share Your History!

The Communications Department is looking for retirees who would be interested in sharing their personal stories of Union membership and working at Boeing or other employers. If you’re a Retired Machinist and would be willing to be interviewed, potentially on camera, please contact us.

Interviews will be highlighted in the Aero Mechanic, as well as online. It is important to preserve this history from the folks who lived it. Some of the interviews will be used as part of the 75th anniversary celebration. We look forward to hearing your story!

- Call at (206) 764-0340 or 1-800-763-1301, ext. 3340, OR
- Send an email with contact information to: rosannet@iam751.org OR
- Mail the form below to: Aero Mechanic, 9125 15th Pl S, Seattle, WA 98108

Name:
Clock# or BEMSID: Year Retired:
Address:
City, State, Zip:
Phone Number:

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ANIMALS

2010 LAMBS arriving soon. Jacob sheep are rare, smaller, spotted sheep that are easy keepers, beautiful, and make great Fibre, unique only to members - active, laid-off, or retired. For best response, include phone number instead of addresses in ad copy. Members’ “cottage industries” will be OK on ads, but no commercial ads. When using original paper for ads, include information required on regular ad. Deadline For Next Issue March 17th

HOOVER FLOORMATE HARD-WOOD FLOOR CLEANER, model H10800, wares and dries hardwood floors, has 2 removable containers, one for cleaner and one for dust. weighs 23 lbs, comes with a (2 oz) old English floor cleaner, used but works like new. 425-425-4214

PROPERTY

SIDE-BY-SIDE PLOTS: Auburn Mountain View Cemetery, next to veteran’s section, 2 or more $165 each, available if you want a family section. 360-494-4118

LOOKING FOR A BEACH HOUSE at Ocean Park, WA. $250 or $250/night. 206-360-252-7179

TO ENCLOSE: LPT, oval, good condition, fully equipped, $5,000. 206-362-2371

PEACEFUL, QUIET, 5 ACRE WOODED RESORT, can stay 185 days in a calendar year, $10,500. 206-777-2071

FISHING FAMILY, your dream, 2bed/2bath condo on beautiful Lake Chelan. One week every year, plus maintenance, $3000. Call George or Dorothy between 11 AM and 6 PM for more information.

1998 CIVIL 5000 SPEED PICKUP & 31’ ALLEGRO MOTORHOME, both run great, Motorhome comes with towing package and pickup comes with canopy. $10,000 OBO, for all, will consider selling Motorhome without tow package and truck. Call Robert at 253-846-1756

1991 KOMFORT 5TH WHEEL (26 FT), in condition. fully equipped, $5,000. 206-652-7173

2006 MUSTANG CONVERTIBLE – 28 V.K. white top with green body, white inte.

FREE PIANO, Meissner upright, circa 1920s, great sound, fair dark brown finish, 18 keys, $75. 425-360-3867

FREE RECREATIONAL VEHICLES

1991 CHEVY 5-Speed PICKUP & 31’ ALLEGRO MOTORHOME, both run great. Motorhome comes with towing package and pickup comes with canopy. $10,000 OBO, for all, will consider selling Motorhome without tow package and truck. Call Robert at 253-846-1756

2002 OLDSMOBILE AURORA, 4dr, 3.5 engine, 8-speaker Bose system, heated seats, leather interior, 7 slide white paint, 119,000 miles, $9000. 206-718-4562

1984 PLYMOUTH VIPER, for membership, 7,000 points plus about 1 week yearly, over $14,000 in value, $11,500. 253-838-2108

“CLASSIC” 1973 MUSTANG CONVERTIBLE, new top, rear glass, runs and drives, needs T/C, new tires, chrome rims, drive it home. 425-778-0222

1990 GEO METRO, great shape, good engine.

1991 KOMFORT 5TH WHEEL (26 FT), in condition. fully equipped, $5,000. 206-652-7173

1990 CHEVROLET R10, 22’ R/V, top in good condition, $1800. 425-778-0222

NEW EAGLE HUNTING BOATS – 24’, very good condition

FREE PAPERS, (35), free to members, sold separately. $10 each.

FREE BARBECUE GRILL & ACCESSORIES, $75. 360-386-5703

FREE SIMMONS BEAUTYREST queen pillow-top/mattresses and box/spring. 253-394-4213

FREE PAPER for ads, include information required on regular ad. Deadline For Next Issue March 17th

FREE OF CHARGE – 28 V.K. white top with green body, white inte.

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1991 KOMFORT 5TH WHEEL (26 FT), in condition. fully equipped, $5,000. 206-652-7173

28 COACHMAN SANTARA 1995, duct and heat, stove, oven, dinette, microwave, sofa, queen bed, 2 twins, runs good, $11,950. 425-255-6712

REPRODUCTION SCHWINN CRUISER SS BICYCLE, excellent condition, papers, accessories, $75. 425-355-0364

ARCTIC FOX 350F FIFTH WHEEL, 2002, slides, queen bed, dining area, bunks, cabinets, great condition. NANDA guide $19,480, selling for $13,000, tow vehicle for sale as package deal. 253-770-9771

FREE RECREATIONAL MEMBERSHIP SPORTING GOODS VEHICLES AUTO PARTS & ACCESSORIES
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Machinists Union members have an opportunity for an evening of solidarity and fun at the Everett Silvertips Hockey Club on Friday, March 12. The game against the Seattle Thunderbirds starts at 7 p.m. at the Everett Comcast Arena. Machinists Union members can purchase discounted tickets for the game – $10 for upper level seats and $13 for lower level. Members can purchase tickets at the Everett Union Hall (8729 Airport Road), Monday through Friday (8 a.m. to 5 p.m. - closed for lunch noon to 1 p.m.).

The event is to build solidarity and is part of our community outreach program to provide more information to the public about unions. There will be special giveaways and raffles at the event. It will be a fun night, and we hope to see you there.

Machinists Solidarity Night at Everett Silvertips

Joint Programs Administrator Stosh Tomala (l) administers the oath of office to Local A Vice President Wilson “Fergie” Ferguson.

District Council Delegate Garth Luark (l) administers the oath of office to Local A Council Alternate Craig Eddings.

District President Tom Wrobleski (l) administers the oath of office to Local F Council Delegate Paul Veltkamp as Sec-Treasurer Susan Palmer looks on.

District President Tom Wrobleski (l) administers the oath of office to District President Tom Wrobleski.

Member Can Smile Thanks to Union Help

Continued from page 1
appeals form.”

Arrasmith said she had been frustrated fighting the insurance company alone. All that changed once the Union got involved.

While Arrasmith was filing her appeal, she also contacted Boeing’s Human Resources Representatives in Auburn, who also took up her case.

“I must have pushed the right buttons,” she said. Within weeks, Arrasmith was notified that Washington Dental Service was in fact going to pay on her claim. A check was sent to the dentist who’d done the implant, who in turn reimbursed her for about a third of the cost – $903 in total.

Swan said he’s been a steward 15 years, but this is the first time he’s run into an issue like this where a member had to appeal the denial of a dental insurance claim.

Barstow agreed, and said she fears that other members have been improperly denied coverage they were entitled to get, because someone at the insurance company had made a mistake.

“They get told they’re not covered and they drop it,” she said. “They just assume that’s true.”

Clearly, that’s not always the case, Swan said.

“We need to make sure our members know what’s going on,” he said. “They shouldn’t have to fight so hard. Especially as they get closer to retirement, and they have a lot of dental things they need to get done first.”

Arrasmith said it was a frustrating experience, considering “the company pays decent money for these benefits, and as members we fought for coverage.”

But by working with the union and calling in the company to help, the problem was solved.

“I had a lot of good people on my team,” Arrasmith said. “It was HR and you guys and Dave pointing me to Heather. It’s always nice to see something turn out in favor of an employee.”

“It’s a lot more fun when you get $900 back,” Barstow quipped. “Persistence paid off.”

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Member Can Smile Thanks to Union Help

Continued from page 1

Arrasmith said she had been frustrated fighting the insurance company alone. All that changed once the Union got involved.

While Arrasmith was filing her appeal, she also contacted Boeing’s Human Resources Representatives in Auburn, who also took up her case.

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Mechanics Ensure Central Pre-Mix Keeps Rolling

In Eastern Washington, less than a dozen members are tasked with keeping the heavy equipment for Central Pre-Mix Concrete in top running condition. When you realize that this unit provides ready-mix concrete, aggregate mining operations, and concrete for heavy construction – having well-maintained equipment is critical to the successful operation of the company.

Eight of these skilled mechanics work at the company’s Sullivan Road facility, and one works at the Pasco location. Using their craftsman skills as diesel mechanics, they service and repair various equipment, loaders, bulldozers, mixer and dump trucks – to keep things moving for Central Pre-Mix.

In addition, these members occasionally repair and service equipment from other Central Pre-Mix plants that don’t have the capabilities of the Spokane operation.

Central Pre-Mix has a long history in Eastern Washington – one that our members at this facility are proud to be a part of. While Central Pre-Mix originally opened its doors in 1930, employees opted for a

potential situation. Technicians must have detailed working knowledge of all aircraft systems to enable them to operate, maintain, identify and repair any and all aircraft simulator related malfunctions. Systems include:

- Electrical and mechanical theory,
- Operating principles of digital and analog computers,
- Component level testing and repair ATS field replaceable units.

In 2007, a nationwide organizing effort brought Machinists Union representation to FlightSafety Services employees at 11 locations, including the workers at Fairchild.

The workers at Fairchild FlightSafety looked to the Union for help when their wages were stagnant and falling behind market rates. Their wages were suffering because they were being compared to typical electronic technician jobs rather than a position with comparable responsibilities and skills. The electronic technician is only a small part of what they do. Basically, there were no other positions at the Pasco facility.

To do so they must be educated on:

- Component level testing and repair ATS field replaceable units.
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