Presidential Praise in Everett

Boeing is an example of how American companies can compete and win in a global economy, President Obama said in a speech Feb. 17 inside Boeing’s Everett factory.

“American workers have never been more productive,” the President said. “Companies like Boeing are finding out that even when we can’t make things faster or cheaper than China, we can make them better. Our quality can be higher.”

“Tha,” Obama, “is how we’re going to compete.”

Obama spoke to a crowd of more than 1,500 Boeing employees and about 100 Washington state VIPs gathered in one end of the 40,269 Building, where 787s are assembled. The group included IAM International President Tom Buffenbarger, GVPs Mark Blondin and Rich Michalski, and District 751 President Tom Wroblewski.

Before the speech, Union leaders and District 751 President Tom Wroblewski joined Boeing’s top leadership for a meeting with Obama.

The President complimented the union and company leaders for their ability to work together, Wroblewski said, specifically mentioning the recent contract extension vote that guaranteed production of the 737 MAX in Puget Sound.

“We talked about the assembly line and the amount of jobs here,” Wroblewski said.

“If your leadership is doing a good job, you’re going to compete,” Obama said. “Better. Our quality can be higher.”

“Or cheaper than China, we can make them better,” he said. “If you compete, that means even when we can’t make things faster or cheaper than China, we can make them better. Our quality can be higher.”

Obama continued by stressing the importance of re-building American manufacturing. Decades of outsourcing have been “incredibly painful for a lot of families and a lot of communities” and “it’s not possible for all the jobs lost to be brought back home.”

Obama also proposed a basic minimum tax for all U.S.-based multinational corporations, tax cuts for American manufacturers—particularly in high-tech industries—and a tax credit for jobs created through domestic investments.

“Each week our membership at Boeing is increasing as the Union continues to grow and represent additional bargaining units. District 751 President Tom Wroblewski – working with Union leaders and Business Representatives – has made new assignments to better represent the membership.

“As the Union continues to grow and represent additional bargaining units, District 751 President Tom Wroblewski – working with Union leaders and Business Representatives – has made new assignments to better represent the membership.

“Each week our membership at Boeing is increasing and we now have 40 other contracts to represent as well. I requested an additional Business Representative to ensure we continue to give members top-notch representation and got word it was approved by our International in February,” said District President Tom Wroblewski.

“A team of District 751 Machinists who work on 777s at Boeing has found ways to save the company time and money – plus make their jobs safer.”

They were also one of the first groups to embrace the Team-Based Business Improvement processes outlined in the Letter of Understanding. 751 LOU 28 is a provision in Boeing’s contract with the Machinists Union committing both sides to finding ways to improve production processes.

Part of the problem, said Ken Staab, the team leader, was that the floor grids in the 48 section were getting badly scuffed by the workers as they walked across them doing their work.

“Boeing was providing boot socks, in an effort to save the sealant that covers the boots,” he said. “But the boot socks themselves were a problem: to provide traction, the bottoms of them were covered with tiny plastic beads that came off in the plant.”

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Continued on page 4

Al Seifert: Losing a Tool & Die Legend

Nearly two months after Pearl Harbor was bombed, Al Seifert began his career at Boeing in January 1942. That career spanned nearly 70 years and ended with Al’s passing on Feb. 20.

Throughout his career, he was recognized for his expertise, ingenuity and the tremendous impact he had on those around him.

“Al loved working at Boeing, that was his hobby!” said Dan Meddaugh who worked with Al for the last 10 years. “If someone was working on a special project and ran into trouble, Al could always figure out how to make it. He was always a firm union supporter.”

Al was usually the first one in our shop and made sure we continued to give members top-notch representation and got word it was approved by our International in February,” said District President Tom Wroblewski.

“The additional rep, coupled with the appointment of Mark Johnson to the new aerospace territory (see story page 5), resulted in the appointment of Rich McCabe and Jason Redrup to the position of Business Rep. In addition, 751 Organizing Director Jesse Cote (l) reviews aerospace suppliers that have contacted our Union for representation with Loren Guzzone. Continued on page 7

Athletic Excellence

Spookane member has become a local legend in cross country skiing and marathon canoe racing

1,000th 777

Members celebrate 777 milestone and ongoing success

Masters of Their Trade

Apprentice graduates honored for commitment to learning

President’s Message

Community Service

Retirement

Want Ads

Eastern Washington
President's Visit Highlights Importance of Manufacturing Jobs

By Tom Wroblewski, District President

Regardless of your personal political beliefs, President Obama’s visit to Everett last month was an important event. By stressing the importance of manufacturing, President Obama made the same arguments that Machinists like you and me have made over and over again for years—that good-paying union jobs like ours support entire communities.

When we spend our paychecks from Boeing—or one of the smaller manufacturing companies whose workers we represent—we generate sales for stores and restaurants and work for every kind of service provider from tax accountants to Harley-Davidson mechanics.

As the President said, high-skill manufacturing workers like us “create jobs outside this factory.”

President Obama also correctly pointed out that low-wage foreign workers often don’t provide the same high value as American workers, with our better education, training, skills, and motivation.

“We can make things better, the President said. “Our quality can be higher. That is how we’re going to compete.”

This is also the same argument that we’ve made in regards to right-to-work-for-less laws and other kinds of union-busting. Yes, unionized companies like Boeing pay more for hourly wages and benefits, but as a result, they attract the best talent.

Manufacturing workers from all across the Northwest see the kind of pay and benefits we’ve negotiated for ourselves over the years, and they want that too. So now, when Boeing needs to add people to ramp up production, the company is able to pick and choose from the best candidates available, rather than settle for whoever’s willing to work for a rock-bottom wage.

I think most of us also would agree with the President’s ideas about outsourcing. Current federal tax laws, if you can believe it, actually reward U.S. companies that send jobs overseas by allowing them to deduct some of the costs related to that from their corporate taxes.

President Obama wants to end that and instead give tax incentives to companies that bring work back to America. That seems to be more our-braider, and whoever gets elected President this fall should pursue this kind of tax reform.

The President, of course, made his remarks in the 40-26 Building, where 78% are assembled. It’s too bad we couldn’t take him next door afterwards to see the 1,000+ 777 in final assembly.

Machinists Union members in Everett were preparing to deliver that 1,000+ 777 as I wrote this. Everyone who has ever worked on that program deserves to be congratulated. The 777 family is the fastest-selling widebody passenger jet in history, and much of its success can be traced back to the efforts of Machinists who have made improvements to the fabrication and final assembly processes over the years.

That process has received a significant shot in the arm in the past few years, as Boeing and our union have worked together to implement Letter of Understanding 28, which is part of our collective bargaining agreement with the company.

As you can read elsewhere in this month’s, AERO Mechanic, the LOU 28 process is making it possible for shopfloor teams to come up with new and better ways to do their jobs. Sometimes these improvements can be as simple as replacing cheap imported boot socks with higher-quality American-made products that don’t create a mess someone else has to clean up.

District 751’s Machinists Honored for Role in Landing 737 MAX

District 751’s Machinists were honored in recognition of the role played in ensuring the 737 MAX would be built in Renton.

The latest acknowledgement came on Feb. 22 at the Governor’s Executive Mansion. Governor Chris Gregoire, in conjunction with the Washington Aerospace Partnership (WAP), held a celebration commemorating a “new day for aerospace” – thanks to our contract extension, which triggered the announcement the MAX would be produced in Renton.

This event was to thank the collective efforts of Washington business, labor and government leaders to build the next generation of Boeing 737 in Washington.

With the WAP, the event brought together leaders from across the state in labor, business, education, elected officials, and economic development and acknowledged the statewide effort that is working together and changing the dynamics of the relationship between the Machinists Union and The Boeing Company, we believe we have helped secure a stronger future for this state.”

Machinists Honored for Role in Landing 737 MAX

He added that the Machinists have been striving to not only sustain aerospace jobs, but grow them – at Boeing and at the 900 suppliers - regardless of whether they are union or non union.

He also emphasized the need to invest in K-12 and higher education to ensure we have enough trained aerospace workers to fill the jobs we are creating for the future. To accomplish that, we must work together.

Aerospace has long been a cornerstone of our economy and landing the 737 MAX ensures a brighter future for thousands of aerospace workers – and strengthens our collective legacy long into the future.

Next Steps in First Contract Negotiations at URS JBLM

In February, Machinists Union leaders held their first meeting with the member negotiating committee for URS JBLM. The committee was selected by their peers in January to be part of the first contract negotiations after the 350 employees voted in favor of joining the union in December.

At the meeting, discussion focused on the role of the internal committee and the goal for them to be advocates in the workplace. Discussion also centered on methods to best represent and communicate with the members. As with any first contract, the goal is to improve the standard of living through contract negotiations and that is our main focus.

In March, these URS JBLM members, along with the Union negotiators, will attend an intensive week-long training session that will include drafting contract language for proposals, building future surveys for the group and other important steps in the negotiation process.

- 5125 15th PL S., Seattle; 206-765-1300
- 201 31st NW, Auburn; 253-627-0822
- 201 A St. SW, Auburn; 253-833-5590
- 9125 15th Pl. S., Seattle, WA 98108

SeattleWA 98108. $3.50 of the annual dues goes to the International Assn. of Machinists and Aerospace Workers

Charles G. Craft

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Ernest McCarthy

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December’s agreement between the Machinists Union and Boeing was the most-significant aerospace event of 2011, eclipsing even the launch of the 737 MAX, aerospace analysts said.

“It’s transformational,” said Richard Aboulafia, a noted industry analyst with the Teal Group in Virginia. “It’s terrific.” Aboulafia was the keynote speaker at the Pacific Northwest Aerospace Alliance’s annual conference in Lynnwood, Feb. 6-8.

The alliance is an industry group for aerospace suppliers in Washington, Oregon and British Columbia.

The alliance presented the company and the union with its highest honor – its Chairman’s Award – to recognize the significance of the contract agreement (see boxed story below right).

The deal with the union opens the door for Boeing to achieve a significant edge over Airbus in the next decade, Aboulafia said. The surge will start soon, he said, with a flood of new orders for the 737 MAX, which will be built in Renton under the terms of the contract extension.

The analyst said he’s projecting steady growth in demand for new airplanes through 2014. There will be a slight dip in 2015-16, as airlines stop taking current-model 737s and A320s in favor of waiting for their replacements – the 737 MAX and A320Neo.

But by 2017, with the new jets in full production, Boeing and the rest of the industry should see a second upswing in production that will probably last another four or five years.

Aboulafia dismissed challenges to Boeing from Canada’s Bombardier and China’s Comac in the single-aisle market. Bombardier’s CSeries jet “looks like a good product but the market isn’t acting like it looks like a good product,” he said.

And the new Chinese jet “looks more like science fair projects than anything else,” Aboulafia said. But Airbus and Boeing will maintain their market dominance, Aboulafia said. And for Boeing, a major reason will be the fact it has a highly skilled Puget Sound workforce to rely upon.

“In terms of the virtues of an experienced workforce, there’s a lot to be said for keeping it here,” he said.

“This is an industry that doesn’t seem particularly amenable to the low-cost, low-skill manufacturing solution,” Aboulafia added. “This is still an industry that favors high-skill, high-wage labor.”

If all goes well, Boeing could end up with a 56-percent market share in commercial jets by 2021, Aboulafia said. But to do that, several things must go Boeing’s way, including the ramp up of the 737 and development of the MAX.

In addition, the 787 must deliver on its performance promises, and Boeing must unmast its still-tangled global supply chain. Aboulafia said he doesn’t believe there’s any way Boeing will hit its goal of having Everett and Charleston combine to produce 10 787s a month by the end of next year, but he’s still a cautious fan of the Dreamliner.

And Boeing’s unions must come together with a good plan to update the 777 family within the next few years, Aboulafia said.

Work is moving forward on the so-called 777X, he said, and “there’s a good chance it’s going to be great.”

Not every analyst was as upbeat about the region’s long-term aerospace future. Michel Merleau, an analyst with G2 Solutions in Redmond, said the new labor-management relationship was the most-significant development in the industry in years, but added he still expects Boeing to look to shrink its footprint in Puget Sound.

The key, he said, will be where Boeing decides to build the wings for the updated 777, which we believe will be composite.

“If you decide to build the wings in that region, it will mean they’d have to go somewhere else.”

But Aboulafia called the new Boeing-Machinists relationship something that significantly reduces the chance of the company leaving Washington for good.

**Machinists/Boeing Honored for Delivering 737 MAX**

The IAM and Boeing have been honored for the landmark deal that ensured the 737 MAX will be built in Renton.

The Pacific Northwest Aerospace Alliance presented its Chairman’s Award to the IAM and Boeing at the organization’s annual conference Feb. 7 in Lynnwood.

The award commends the IAM and the Company for “reaching an accelerated and unprecedented management-labor agreement.”

In December, members of District 751 – and our fellow Machinists in Portland, Oregon, and Wichita, Kansas – ratified a four-year contract extension with Boeing that included a commitment to keep final assembly of Boeing’s newest 737 model in Renton. In addition, parts fabrication work done in Puget Sound and Portland will remain in place.

“This is a very significant event,” said PNAA President Kevin Steck. “It’s fantastic. It means a lot to our area, and the industry in general, and we wanted to recognize it.”

Steck is vice president in charge of Atlantic Composites – an EADS subsidiary – inKent.

District 751 President Tom Wrobleski accepted the award on behalf of the union, while Boeing’s Vice President in charge of marketing, Randy Tinseth, accepted for Boeing.

“We are all proud of what we accomplished in December,” said Wrobleski. He called the contract extension “a turning point for the relationship between Boeing and the Machinists Union.”

But more than that, Wrobleski added, the agreement “shows the need for labor, business, elected officials, education and all other stakeholders to invest in education and job training. We have to invest in small business.”

“Laura has done an outstanding job opening up opportunities for young women and men in our state who want lifelong careers in aerospace,” said Jesse Cote, a District 751 staff member who is on the board of directors for AJAC. “She deserves the recognition.”

AJAC’s goal is to train the “next generation of master mechanics and master machinists,” said the union during a presentation at the Pacific Northwest Aerospace Alliance Conference.

“Not only to know how to push a button, but why there’re pushing that button.”

To do that, AJAC is helping companies match promising candidates with the most-experienced and skilled workers at more than 600 aerospace suppliers across the state.

That’s critical, as again Baby Boomers prepare to retire, leaving a gap in manufacturing knowledge.

“We believe you can capture the skills of your go-to people,” said the union.

“Everybody has those four or five people who they’re just terrified will walk out the door.”

Hopkins’ honor came as AJAC, which is strongly supported by District 751, prepares to launch its new Mobile Training Unit this spring.

AJAC’s MTU, as it is known, is a 53-foot long trailer packed with a range of training tools, including CAD, CAM and HAAS simulators, an advanced metrology lab, 3-D prototyping technology and a coordinate measuring machine.

The trailer was designed with the idea that both community colleges and small aerospace suppliers state-wide needed more equipment to train workers in inspection techniques.

**Hopkins Honored as “Women of Valor”**

Laura Hopkins – the executive director of the Aerospace Joint Apprenticeship Committee (AJAC) and a member of Local 751-F – was one of eight women honored by U.S. Sen. Maria Cantwell at her annual “Women of Valor” luncheon Feb. 22.

Hopkins was honored for her work with AJAC, which is creating new opportunities for Washington state residents in one of the state’s fastest-growing industries – aerospace.

“We are all proud of what we accomplished in December,” said Wrobleski. He called the contract extension “a turning point for the relationship between Boeing and the Machinists Union.”

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Members Celebrate 1,000th 777 Milestone Throughout the Region

As this month’s AeroMechanic went to press, Machinists in Everett were getting ready to deliver the 1,000th 777 to Emirates airline.

“The is a significant milestone for Boeing, its customers and the workers in Everett,” said District 751 President Tom Wroblewski. “Congratulations, especially to all the Machinists whose hard work has made the 777 program so successful.”

Across Puget Sound, shops have been celebrating the milestone. In late November, the Frederickson site Skin & Spar team celebrated their 1,000th delivery of wing parts to the 777 program while Composite Manufacturing celebrated delivering the 1,000th empennage in mid January.

The first 777—a 777-200 model—rolled out of the Everett factory in April 1994. Since then, it has achieved a number of industry honors and milestones. It has been named the favorite airplane of airline passengers several times, and a 777-200LR holds the record for the longest commercial jet flight without refueling: a trip of 11,664 nautical miles from Hong Kong to London in 2005.

The success of the 777 family crashed the competing Airbus A340 in the market. Last year, Airbus announced it was canceling the A340 because of a lack of orders.

In contrast, Boeing ran up new orders for 200 777s in August to join the Machinists Union and District 751. Negotiations for a first IAM contract started in October. The workers perform metal processing operations such as chrome and nickel plating, which involve exposure in handling hundreds of toxic and carcinogenic chemicals and materials. The Union has made worker safety a major issue of the negotiations, and is convinced that there is plenty of room for improvement in this area.

Hytek is a subsidiary of Bellevue-based Estellite Corp. and is a supplier to Boeing, Lockheed and Bell Helicopters, among others. The union alleges that Hytek committed some serious violations by coercing and discriminating against union activists. In addition, since the talks started, Hytek managers have violated numerous provisions of the NLRA that say companies cannot make unilateral changes in workplace policies, practices, procedures or working conditions.

Management stalls Hytek Progress in Talks

The Machinists Union has filed several Unfair Labor Practice (ULP) charges with the National Labor Relations Board (NLRB) against Hytek Finishes in Kent. The charges are based on multiple violations of the National Labor Relations Act (NLRA), which gives employees the right to form a Union and sets standards of behavior for the employer and the Union to operate under.

“The IAM tried very hard to not file charges against Hytek. We waited until the very last second, hoping to get a contract without involving the NLRB,” said Kevin Cummings, the IAM Grand Lodge Rep who is leading the negotiating team for the union. “Unfortunately, the company is more interested in stuffing and ignoring the workers’ issues.”

The 165 workers at Hytek voted in August to join the Machinists Union and District 751. Negotiations for a first IAM contract started in October. The workers perform metal processing operations such as chrome and nickel plating, which involves exposure in handling hundreds of toxic and carcinogenic chemicals and materials.

“The success of the current-generation of 777s has a lot to do with the skill of the Machinists Union members who build them,” said Wroblewski. “Over the years, they’ve found ways to make final assembly go better, to build the planes more quickly and with less cost.”

“I’ve no doubt a new generation of 777, built by the same highly skilled workers here in Puget Sound, would be just as successful,” he said.

Machinists Make 777 Better with LOU 28

Continued from page 1 easily, leaving “little dots everywhere,” Staab said. “They were almost like little balls of styrofoam.”

As a result, it was taking between eight and 11 hours to clean each plane once the Area 51 team was done, time spent vacuuming up the tiny white dots and rescaling the scuffed beams — at a cost of about $42,000 per airplane.

The LOU 28 process allowed some of the Machinists to begin brainstorming their own solutions to the problem. They found two simple tricks.

One trick was to rearrange the parts of the Boeing 777 so that they could cut to fit. “The felt covering protects the grid from scuffing — and it’s easier to walk on,” Staab said. “It takes about an hour to do and it saves some guys 11 hours.”

Another trick, which costs $122, but given the amount of time saved by using it, Area 51’s managers calculate that they’re saving the company $78,000 a year by using it, which represents a 456 percent return on the cost of the felt.

“The felt was just the beginning,” Staab said. “It got our minds working.”

“Everybody started bringing up stuff.”

Like what to do about those boot socks and their tiny white dots? Some Machinists started wearing their boot socks inside out, but that created its own safety problems, given that the non-skid material was now on the inside.

Once again, the Area 51 team did a little research, and they found a higher-quality and American-made boot sock they could use instead of the cheaper imported ones.

That eliminated the white dot problem entirely — and it improved safety.

“From there, the Area 51 team has gone on to experiment with a wide range of other time-saving and safety-improving tools and processes: including things like new carts that hold clips, seals and tapes needed to install insulation blankets; and a new blanket-installation tool that means they no longer have to bring step ladders inside the plane — they can work from the floor, which is faster and safer,” said Tom Carlson, who is the 777 manager overseeing the Area 51 team.

Continued on page 11

777 Area 51 first shift team that implemented new ideas that made their work easier and safer, as a result of LOU 28.

Presidential Plaques

In February, Local C took time at their monthly meeting to present past Local C Presidents with commemorative plaques thanking them for their service to the Local Lodge. Business Rep Chuck Craft and John Lopez, Jr. received standing ovations for the leadership they provided during their terms as Local C President.

The Frederickson site Skin and Spar team celebrated their 1,000th delivery of 777 wing parts in November. Upper right: Thank you banner presented.

Continued on page 11

“Doing the one project and the whole LOU process kind of opened our eyes,” said Nishimura. “We get better quality and better safety.”

The Area 51 team isn’t the only one that has embraced the new process and found ways to improve their work processes, said Ray Baumgardner, the District 751 Business Rep who represents hourly workers on the 777 line. Many other teams have made big gains, he said.

But they are “one of the most-successful teams so far,” Baumgardner said.

His counterparts in Boeing management agree. “This team stands out,” said Tom Carlson, who is the 777 manager overseeing the Area 51 team.

It only makes sense to let Machinists drive improvements in Boeing’s production process, he said. “This is where your expertise is at, and unless you listen to your experts on the floor, you’re not going to get there.”

That, he admitted, “is a real shift in culture on the management side.”

While Boeing will profit directly from the improvements, Machinists say they’re finding benefits too.

Boeing plans to go up in rate on the 777 line next year, from seven planes a month to 8.3. With the new processes in place for Area 51, “when we get to that point, it’s going to be less stressful for all of us,” said Shana Settle, a Machinist who is part of the group.

And in the meantime, the changes have led to improved morale, which makes it more enjoyable to come to work each day, the Machinists said.

“There’s been more positive energy,” Settle said. “People want to succeed.”
Graduates Honored As ‘Masters of Their Trade’

On February 10, seven individuals were honored for their commitment to continual learning and successful completion of the rigorous IAM/Boeing Apprenticeship Program. The program sets the bar high and pushes participants to rise to the top of their trade.

For the seven graduates, their hard work and dedication earned them the right to be called “journeymen” in their respective trades: Cellular Manufacturing Machinist Sinh Nguyen; Composite Manufacturing Technician Chanvisak Tep; NC Spur Mill Operator Jon Kuebler; and Industrial Electronic Maintenance Technicians Mark Dolan, Chris Fawcett, John Kandior and Joel Vainikka. Each made tremendous sacrifices and commitment to complete the program.

Tep had the distinction of being the first graduate of the Composite Manufacturing Technician, which is one of the first such certifications in the U.S.

Most people are unaware of the rigorous schedule and standards these members endure to finish the program. These dedicated individuals put in more than 8,000 hours in four years that includes rotating plants, learning a new machine every few months, attending school two to three days a week after work, in addition to having their progress regularly reviewed by a group of people. The mixture of on-the-job training and classroom instruction covers courses such as shop theory, trigonometry, physics, metallurgy and machine programming to name a few.

Just getting into the program is an accomplishment and requires meeting stringent criteria and demonstrating certain skills. Many take classes for years simply to qualify to enter the program.

While top officials from both the Union and Boeing spoke, the highlight of the evening was the presentation of the Arnie Durall Achievement Award, which is named after a former Boeing employee who spent over 40 years as an apprenticeship-related instructor. Jon Kuebler received the award for being the graduate receiving the highest marks in both shop work and classroom work over the life of the program.

Graduate Chris Fawcett was one who spoke on behalf of the graduates. "When I signed up for this program, I didn’t realize what it entailed and how many things can happen during that time. Some of us got married, some divorced, some had babies and three lost a loved one near and dear to them, including my mom but together we got through it," Chris said. "I want to thank everyone who helped with the trials and tribulations and supported us along our path. We will take all this tribal knowledge with us going forward, since we are networked in all the shops we worked in throughout the program. It was a hell of an experience. I have been with Boeing 25 years, but the last five years are the most treasured."

Chan Tep, who has worked in manufacturing his whole life, also addressed the crowd as a graduate. He talked about how intense the program was and much tougher than his years at the University of Washington. He thanked all who helped along the way.

"Most of all I want to thank my union brothers and sisters on the shop floor who were willing to teach me every day," Tep said. "A foundation for success has been set for us by apprenticeship committee members who are willing to put in their time and do the work and commit the resources to help us. There was always someone to help me. Most of the committee members graduated from an apprenticeship and continue to give back because the people who came before them laid the foundation for the future. We are grateful they continue to build the bridges for others who will enter the program. As a graduate of the apprenticeship program, I want to do the same and give back to others."

Each speaker also encouraged the graduates to become advocates for not just the program, but for lifelong learning to meet the challenges to move this great industry forward in the future.

The union sent top officials to address the graduates with IAM International President Tom Buffenbarger and District 751 President Tom Wroblewski—demonstrating the importance of apprenticeship graduates.

"Going back to school is never easy, but each of you set your sites on a goal and worked to make it a reality. You have done your part to meet the increasing demands of changing technology by completing the apprenticeship program. The skills you have obtained in this program will help the Boeing Company remain competitive for years to come and ensure that America maintains its edge in the aerospace industry," said Wroblewski as he congratulated the graduates and noted that apprenticeships were the first four-year degree.
Presidental Praise in Everett

continued from page 1

fields — and help for companies that relocate to economically distressed areas. "Congress should send these tax reforms," he said, "I’ll go right home away.

Obama also called on Congress to reauthorize the U.S. Export-Import Bank. That’s a federal agency that provides loan guarantees to help foreign buyers get financing to buy from U.S. manufacturers.

The recent order of 230 737s from Lion Air of Indonesia is a great example of how the Export-Import Bank can help Boeing win business overseas, Obama said.

The President said he had created a Trade Enforcement Unit to investigate unfair trade practices overseas. "American workers ... can compete with anybody," he said. "You will outwork anybody, as long as the playing field is level."

Obama said the U.S. government needs to continue to invest money into basic research in science and technology. Many of the 787’s systems build upon technology developed by NASA engineers, he noted.

“We’ve got to support this kind of cutting-edge research,” Obama said. “We need to maintain our innovative edge, so that jobs and industries take root right here in the United States.

Boeing has hired 13,000 people nationwide in the past year — including 5,000 new workers in Everett, and the President called the company “a great example of what American manufacturing can do for a way that nobody else in the world can do.”

America needs to do more of this, Obama said, “but to keep it going, the last thing we can afford to do is go back to the very same policies that got us into this mess in the first place. We can’t go back to the very same place.

“Wherever there’s trouble to an economy that was weakened by outsourcing, bad debt and poorly financial profits.

“Above all,” Obama concluded, “we’ve got to support this kind of manufacturing that was weakened by outsourcing, bad debt and poorly financial profits.

“Where in the world can do it.”

“In the world can do it.”

Mark Johnson (l), who served as 751 Business Rep since 2004, has been appointed to the new aerospace territory.

in the last three rounds of contract talks with Boeing, including the recently concluded negotiations for a four-year contract extension. He has also been part of the union bargaining team for contract talks at Triumphant Composites and GKN.

“I’m very excited,” Johnson said. “This new position means I’ll have even more opportunity to help our membership, both at District 751 and at all other Boeing sites.

District 751 President Tom Wrobleski called Johnson’s promotion “another proud moment” for the District. “I wish Mark much success on his new assignment and look forward to working with him in his new role.”

Al Seifert: Losing a Tool & Die Maker Legend with Nearly 70 Years

continued from page 1

coffee for the crew,” Dan added. "Beyond his tremendous talent for his job, he always liked to talk about stocks, family get togethers at Lake Chelan and trips with his lovely wife —

Al was a legend among tool and die makers — renowned for his ability to take a concept for a problem-solving tool from paper to fully realized product. He was an active involved in the fabrication and tool design of all Boeing’s 700 series aircraft, beginning with the Boeing B-17 through to the 787 Dreamliner. His personal efforts contributed to three patents — for both products and processes. Those patents are among many achievements that Al modestly always declined to discuss and would dismiss saying with “I just enjoy figuring out how to make things.”

Several times, Boeing tried to persuade Al to join management, which he did for one stretch, but Al chose to return to "the bench" with his lathes, presses, and mills, and, later robots. Al’s colleagues reverently cite his common sense, mechanical precision, dry humor, and legendary encyclopedic knowledge as reasons for their mutual high esteem.

"Al trained a lot of engineers who came out of school with good degrees, but didn’t have practical experience. After working with Al a couple times, their drawings seemed to get better,” said Butch Loney, an electrician who collaborated with Al for nearly 25 years.

"I have been here 33 years. The last 10 years or so Al worked with us in our area, A377-MF, doing manufacturing research and design support. Al had a very high standard for himself and the job he did at Boeing. The level of work he performed was top notch," said member Frank Milan. "The product he made did not leave the shop until his customer was satisfied, and he knew that it would work."

"Workers like Al are the reason this region has an aerospace advantage over the rest of the world. His willingness to share his skills and teachings is key. Al’s work ethic, extensive skills and commitment to excellence are the essence of what makes the region the best and largest aerospace cluster in the world," said District 751 President Tom Wrobleski.

Like so many others in the region, Al was part of a true Boeing family — spanning multiple generations. He met his wife, Yolanda, in the shop at Boeing and married her in 1949. Daughter Lorelei had a career and retired from Boeing, and a grandson, Brett, recently joined Boeing and now leads a team on the 747-8 flight line. He is also survived by daughter Desine (Gerry) Ratallick, son-in-law, Bill Ratallick; and two other grandchildren.

Al was the truly go-to guy that left an impression on everyone he met. In this age of transience, job-hopping ambition, and shifting allegiances, Al Seifert’s life stands as an example of timeless values: honor, loyalty, patience, and incredible kindness.

Though he accrued many accolades during his 93 years, Al was most proud of his title by his cherished grandchildren: “Poppy.”

Al anticipated his usual return to work after Boeing’s 2011 Christmas break, but fell ill and shortly after he was diagnosed with cancer. Al expected to resume his duties and celebrate his 70th anniversary with Boeing later this year. Unfortunately, Al’s tumor could not be removed completely. He spent a month recovering at Highline Medical Center and settled for his final days at daughter Desiree’s home in Snohomish. He, very characteristically, died quietly in a sunlit living room on the morning of February 20, 2012.

His family wished that you honor Al Seifert by sincerely, perhaps even anonymously, showing your personal appreciation for those inconspicuous yet indispensable people in your life who serve and support your own goals and comfort. Your thanks will be his legacy.

Johnson Appointed to New Aerospace Territory

A District 751 officer who worked for more than 25 years at Boeing in Puget Sound will now be one of the union’s top negotiators with aerospace companies across North America.

Mark B. Johnson will be a representative for the IAM’s new Aerospace Territory, said International President Tom Buffenbarger.

In his new role, Johnson will help lead a new IAM territory that’s focused on the needs of aerospace industry workers across the United States and Canada.

Johnson had been a Business Representative for District 751 since 2004, first at Renton, then at Auburn.

The Aerospace Territory is headed by Mark Blondin, a former District 751 president who was recently named general vice president overseeing the territory.

Blondin said Johnson is joining a team that contains “some of the most capable, talented and formidable union representatives the IAM has to offer.”

“Wendy has been very aggressive in pursuing organizing leads,” Blondin said, “and just as aggressive protecting the hard-earned pay, benefits and pensions of our members.”

Johnson’s been a Machinists Union member since he first hired on at Boeing in 1977 as a facilities maintenance mechanic in Auburn. Union membership was optional at that time, Johnson recalled, but “I joined the union the first day.”

He became a union steward, then an officer of Local 751-C, where he was lodge president prior to becoming a Business Rep. He also served on the District’s Executive Board and Legislative Committee.

As a Business Rep, Johnson has taken part

throughout his nearly 70 years at Boeing. Al Seifert was the go-to guy to solve problems. He was a legend among tool and die makers and an invaluable resource to his co-workers. Al began his career rigging controls on B-17s and went on to work on every Boeing 700 series aircraft, including the 787.

photo by Ed Turner

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photo by Ed Turner"
New Assignments to Better Serve Members

Continued from page 1

Loren Guzzone has been appointed to fill an opening in the organizing department created after a retirement at the end of 2011. The movement presented the opportunity to realign Business Reps assignments. A seventh Business Rep was assigned to Everett, which now has nearly 18,000 members, and other staff assignments were changed to redistribute the workload (see Business Rep assignments below).

While Rich McCabe and Jason Redrup are new to the position of Business Rep, they have been representing members since they hired into Boeing. Each was serving as a top transfer rep for the last five years.

Before becoming a Work Transfer Rep, Rich served as a key steward in the Renton wing majors for nearly a decade and played an active role on the Renton Site Safety Committee. He was seen as an advocate for workers throughout Renton. He also served as Local A Audit, District Audit, and Redundancy Committee representative for the past six years, in addition, both have been serving as IAM District Council and Organizing Committee.

Loren has also been a strong voice for workers most of his life. Since hiring in at Boeing, he has served as a Union Steward, Site Safety Committee, worked his way up through Local A serving as Trustee, Audit, Sec-Treasurer, Vice President and President. Under his leadership, he developed and introduced the “Get Involved in Your Union” Program to welcome new members to the Union and encourage additional participation. He is a tireless volunteer on community service projects, was top officer and steward volunteer in different years, as well as being named United Way Spirit of Labor Volunteer of the Year in 2004. Jason is active in the Snohomish County Labor Council, an av task legislative volunteer, and a regular volunteer on organizing drives — enjoying the opportunity to bring the benefits of union representation to more workers.

With his passion to help others and improve their lives through Union membership, he began long before he hired into Boeing. He has been a union leader in copper mines in Arizona, an organizer for aerospace companies in the South, helped family farmers save their land, and spoke up for shipyard workers in Seattle.

“I love my job and am excited to serve the membership. I always considered myself a union activist,” said Jason. “I am very honored to take on the responsibilities that come with the Business Rep position and look forward to representing the membership.”

While Loren Guzzone is new to full-time organizer at 751, he has worked as a Union organizer for many years in different capacities throughout the IAM.

Loren hired into Boeing in 1988 as a stockkeeper in Everett and immediately began taking classes to get into the IAM/Boeing Apprenticeship Program. He served as a Steward in Auburn and again when he moved to the Frederickson site.

Loren attended the first IAM organizing summit in 2005 and recognized organizing was his passion. He applied and was accepted into the IAM Grand Lodge Organizing Apprenticeship, which sent him on the road for more than three years, but provided a solid education on running an organizing blitz.

“I got the opportunity to organize under some of the toughest right-to-work laws in the country,” said Loren. “When you are organizing a group, it is not just about now, but how you will change their lives for generations to come.”

Loren is a true believer and that comes across when he meets with workers. He worked one aerospace campaign in Wichita virtually by himself and was able to increase membership by 40 percent in a right-to-work state.

Before Loren came to Boeing, he was part of an organizing drive at a former employer. “The company ran a heavy anti-union campaign and lost by 7 votes — showing the importance of every vote,” said Loren. “That provided an internal perspective and opened my eyes to the importance of having a union and the possibilities available with union representation.”

His most memorable campaign was in Yakima when workers at Filtron (now Pexco) voted for IAM representation. He looks forward to bringing that same opportunity to workers at other employers.

New Business Rep Building Assignments

AUBURN

JOE CROCKETT ........................ 17-06, 17-07, 17-10, 17-12, Joint Base Lewis McChord

BRETT COTY .......................... 17-08, 17-13, 17-45, 17-67, 17-68, 17-239, 47-02 (Pioneer), Spares Distribution Center: 22-01, Training Connections (South Site)

DON MORRIS ............................ 17-04, 17-29, 17-62, 17-64, 17-70, Frederickson Site: 24-40, 24-50, 24-60

RENTON

HEATHER BARSTOW .................. 4-04, 4-17, 4-20, 4-21, 4-41, 4-42, 4-45, 4-46, 4-70, 4-71, 4-75, 4-78, 4-79, 4-90, 5-02, (Flight Line: 5-08, 5-09, 5-05, 5-11), 7-027, (Longacres: 25-01, 25-79), Kent Space Center

TOMMY WILSON ...................... (Final Assembly: 4-81, 4-82), 4-83, 4-86, 10-16, 10-18, (Bellevue: 33-01, 33-03)

EVERETT

RAY BAUMGARDNER .................. 40-25, 40-35, 40-37, 777

RON BRADLEY ......................... 40-51, 40-55, (Flightline: 45-01, 45-02, 45-03, 45-04, 45-06), 747-8 CI, 787 CI, Solid Ground

CHUCK CRAFT ....................... 40-10, 40-11, 40-12, 40-24, 40-26, 40-36, Forklifts

JON HOLDEN ......................... 40-21, 40-22, 40-23, 40-53, 40-54, City of Woodinville, Union Home Services, NAS Whidbey

RICHARD JACKSON .................. 40-31, 40-32, 40-33, 40-34, Crane Operators, SPC, Training Connections (North Site), BAE

RICH MCCABE ....................... 40-01, 40-02, 40-03, 40-04, 40-05, 40-06, 40-10, 40-41, 40-56, CSCHA

JASON REDRUP ...................... 40-30 787, ERC 47-76, 7-334 EMC, Everett Factory Service

SEATTLE

ERNEST MCCARTHY ................. 2-09, 2-15, 3-825, 3-818, 3-360, 3-369, 3-370, 3-380, Developmental Center

EMERSON HAMILTON ................ (Grievance Coordinator)

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EASTERN WASHINGTON

AUBURN: 201 A St. SW 293-833-5590

EVERETT: 8729 Airport Rd. 425-355-8821

RENTON: 233 Burnett N. 425-235-3777

SEATTLE: 9125 15th Pl. S. 206-763-1300

SPOKANE: 4226 E. Mission 509-534-9690

WEBSITE: www.iam751.org

www.yourporownside.com

March 2012 751 AERO MECHANIC Page 7
Volunteer Efforts Visible Throughout the Region

District 751 Machinists Volunteer Program (MVP) continued to help others throughout the month of February – building wheelchair ramps, preparing and serving meals, and sorting food at the Northwest Harvest warehouse. 751 volunteers are available 24/7, week-end across Puget Sound helping to make life better for area residents.

In February, volunteers got to help the relative of a member. After member Warren “Lyle” Edick’s mother-in-law was injured in a fall, she needed a wheelchair ramp at her front and back door before she could return home following rehab. Lyle knew from the Union paper that volunteers regularly constructed wheelchair ramps and put in his request. The 751 MVP’s sprang into action and completed two ramps at the house so she could return to her residence. Prior to the ramp being built, his mother-in-law had to stay with relatives.

In addition, MVP’s prepare and serve food at the Tacoma Rescue Mission two weekends each month and at the Everett Gospel Mission two Sundays each month. All volunteers and their families are invited to take part in the annual MVP awards banquet on Mar. 24 from 5 to 7 p.m. at the Seattle Hall to celebrate last year’s accomplishments and acknowledge the volunteers who made it possible. Awards will be given to the top volunteers in the family, member, retiree, steward and officer categories.

If you would like more information about any of the events or would like to get on the MVP mailing list, please contact Kay Michlik at 206-764-0335 or toll free at 1-800-763-1301, ext. 3335 or by email at kaym@iam751.org.

IAM/Boeing Safety Corner: Touring EMC

IAM/Boeing Joint Programs North Site recently had the pleasure to conduct an Everett Site Committee Safety Tour of the Everett Modification Center (EMC), 7-334 Bldg during January 2012. For those not familiar with the Everett Modification Center, it is a Boeing-leased facility located on the south end of Paine Field near the Everett factory where production and travelled work is currently being performed on Boeing 787 Airplanes.

This is a not a Boeing-owned facility, trying to adapt to building airplanes in this facility from the factory environment has created unique challenges and employee safety. There are approximately 1,700 hourly production workers who work in this facility performing this work across all shifts.

The EMC has recently introduced a Safety Council that is made up of hourly and salary members such as Safety Focal, Union Stewards, Site Committee Representatives, IAM/Boeing Joint Program Representatives, Production Managers, EHS Representatives and other support personnel and an IAM Business Representative. The Council is very proactive in the safety effort and are committed to changing the safety culture.

The Everett Site Safety Committee tour was conducted on January 31, in accordance with Article 16 of the IAM / Boeing Contract. The 787 team at the EMC had nearly 25 hourly employees and production managers in attendance, along with a senior manager and the area Superintendent and 787 Safety Champion to help kick off the tour. The discussion was focused around some of the safety challenges they have faced since moving into the facility, continuous improvement efforts, and their vision of where they hope to go as a program in the future with commitment from the program leadership.

In addition, starting in 2012 as part of our Four Process, the Everett Site Safety Committee is recognizing hourly individuals and/or teams that have gone above and beyond in safety and have been recommended by their peers and organization for their efforts.

For the month of January 2012, the Everett Site Safety Committee was pleased to recognize Everett Modification Center, 787 Position D Safety Focal Russell Countrymen, for his hard work and outstanding commitment to Safety.

Congratulations Russell!
February Retired Club Minutes

by Ruth Render, Retired Club Secretary

The meeting was called to order on Feb. 13 by President T.J. Seibert. President Seibert then led the attendees in the Lord’s Prayer followed by the flag salute and the singing of God Bless America.

Roll Call of Officers: All officers were present.

Minutes: It was M/S/P to accept the January meeting minutes as printed.

Financial Report: The January expense report was done and everything was in order.

Health & Welfare: Helen mentioned the recent for nearly an hour to discuss Social Security and Medicare issues, and the singing of God Bless America.

Retirement News

Bostwick Remembered for Caring Nature

Congressman Adam Smith met with 751 retirees at the Seattle Union Hall recently for nearly an hour to discuss Social Security and Medicare issues, answer questions and ensure he heard concerns from our retirees.

By Carl Schwartz, Retired Club Leg. Chair

On Friday, Feb. 10, a group of our Retired Club members met with Congressman Adam Smith to discuss our concerns about Social Security and Medicare. As he gained experience, he stepped up his union activities and began working his way up through leadership ranks in Local A - starting as trustee and progressing to Vice President and Local A President – a position he held for 10 years in addition to serving on the District Council.

In 1987, Jim was elected Union Business Representative and held the position until his retirement in 1994. However, beyond his skills as a Union rep and officer, he was also a master carpenter. Jim’s favorite pastimes were wood working and cross-stitch. He especially loved giving his projects to family and friends. He also enjoyed restoring his classic car and going to car shows.

Retired DBR and Staff Assistant Al Wyckick recalled, “I first met Jim when I worked at the Renton plant, and we became great friends. He was a guy that would do anything for you and loved to help others.”

“Jim could do any type of carpentry work as well as work on cars – he was very talented. He was a great guy and I will miss him dearly.”

Retirees: Congratulations to the following members who retired from the Union:

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- Francis G Bittner
- Robert J Boyles
- Gary L Brining
- Jeffrey Cartt
- David A Charlebois
- Ronald E Cook
- Ruth A Cullins
- Thomas C DeCook
- William G Ebbers
- Byron D Elder
- Dennis A Engeland
- Richard L Gilliam
- Richard L Ginchel
- Christine M Gross
- Jeffrey D Hall
- Randy W Hancock
- Chamroeun Heng
- Gerald L Herrington
- Robert D Hines
- Henry H Hyshin
- Michael J Intacon
- Thomas W Johnson
- Terrance J Kates
- Edmon G Lacy
- Alicia E Lemon
- Arthur J Lobby
- Timothy A McAleavey
- Laura L McDaniel
- Daniel E Meddaugh
- Fern McKelson
- Roger W Nelson
- Michael S Parshall
- Gary A Peterson
- Ronald R Peterson
- Bruce A Pound
- Mitchell S Purdy
- Daniel A Ruthke
- Ollie M Reeves
- James Robinson
- Michael Romero
- Mona J Ryder
- Steven S Saige
- Bradley N Sanford
- Marie M Sanford
- Dennis C Schenzenbach
- Patricia C Sell
- Martin R Spotanske
- Thomas V Sullivan
- Leonardo S Tagague
- Patricia C Williams
- George E Woodward II
- Gary J Wright

Continued on page 11

Earlier in the meeting, the attendees learned that the Alliance for Retired Americans (ARA) conference in Las Vegas, Feb. 29 – March 2, the Machinists Union retiree conference will also be held in Las Vegas in April. Carl recommended that two delegates be sent to that conference with the cost being covered by the Retiree Club. Carl also recommended that two additional delegates be sent to the conference and be paid for by the District. President Seibert will seek approval for this.

Carl reported that eight Retiree Club members and Legislative Director Larry Brown met with Representative Adam Smith on February 10 for an hour. They discussed several topics of importance to senior citizens, including Social Security. Retirees appreciated the time he gave as and will send him a thank you letter. Carl encouraged everyone to contact Smith if you have any concerns or questions.

Carl said that Bill Moyers has recently covered the programs. Carl encouraged people to check out the web site of Senator Bernie Sanders. He posts a weekly column on his site and it often touches on senior issues. He also said that Bill Moyers has recently covered stake as legislators discuss changes to the programs.

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Retirees spoke about our concern with the social security tax to benefit ratio “cap” on taxed earnings that support Social Security (for a “back door” tax cut) is not a good idea. Our government does need more revenue, not another cut in income. Carl encouraged everyone to contact Smith if you have any concerns or questions.

Carl provided copies of a letter that explains the importance of the Medicare and Social Security programs and asked that members pick up a copy and give it to their grandchildren or other younger people to help them understand why these programs are so vital and what is at stake as legislators discuss changes to the programs.
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12 FT COLEMAN CRAWDAD boat, electric trolling motor, 1 1/2 hour cruise and carry motor and Fred Meyer trailer. Good for lake fishing. 206-242-0272

HOME HUNTING?

COMMERCIAL ADS. When using own ad paper, required on regular ad blank. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number. Members “cottage industries” will be OK in ads, but no commercial ads. When using own paper for ads, include information required on regular ad blank.

Deadline For Next Issue March 16th

10 LITTLE WOOD BOXES, 9” x 12” x 3”, great gift ideas, etc. $0.00. Collectors, birdhouses, cardboard, holds 9 pairs, real neat, has sayings on it. $20. 253-852-6809

CUB INTERNATIONAL TRACTOR manual of general contents, fuel system, steering, etc. 9 sections, electrical. $25 OBO. 253-852-6809

EUROKA STYLE F & G disposable dust bags for upright vacuum cleaner (6) for $10. 253-852-6809

10 FT METAL HAND BRAKE, Pro II by Tapeo, in great cond. $100. 253-852-6809

26 PAIR plus warm jeans, men’s and women’s, for quilting. $15. 253-852-6809

MEN’S SWEAT JUMP SUITS by Buck and Buck designs for assisted and nursing home, etc., zip in the back, 1 cotton polyester new mat color, $30, 2 navy and royal, each, large, grew, for all birthdays, over 100, 0-9 some double, much good condition. 253-822-6809

COVERGALS, gray strip 42 short, 1 regular length, good condition, $20 each. 253-852-6809

COLLECTIBLE CHANDELIER, all brass with printed flowers, 6 electric bulbs, plus big bottom $150. 253-852-6809

NATIONAL PRESSURE COOKER instructions, recipes book, for modern guide for home cooking. $5. 253-852-6809

PLATE GLASS SHELVING, 6, 17 x 23.5, 5 ea. $25 each. 253-852-6809

HAPPY BIRTHDAY WINDMILL, 21.5” high, candles to keep windmill turning, 184$ for all birthdays, over 100, 0-9 some double, 1/2 price new. 253-852-6809

NIKKEN MATTRESS. Kenkopad deluxe, thick all new material, consisting of polyurethane from 100% queen, 60x80, 6.5 thick, the Kenkopad deluce represents the summit of excellence in sleep technology, much more than a mattress, this is a sleep system, very clean and in good condition. $600. 253-852-6809

MEMORY FOAM PAD, queen size, 60x80, thick all new material, consisting of polyurethane, offers portability, 60x80, thick layer for added softness, offers port-ability. Excellent condition. $75 OBO. 253-852-6809

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MEMORY FOAM PAD, queen size, 60x80, 4” thick, used 2 years, very good condition. $150. 253-852-6809

1 NIKKEN KENKOPAD, the thinner style memory foam pad for all birthdays, over 100, 0-9 some double, much good condition. 253-822-6809

HOME PLANTS, purple heart rooted in water – free. Other house plants $3 to $25. 253-852-6809
Accepting the Oath of Office

Photo right: Joint Program
Administrator Shosh
Tormala (l) administers
the oath of office to
Local A Audit Paul
Schubert.

District President Tom Wrobleski (l) administers the oath of office to Local F District Council Alternates Hazel Powers (center) and Princie Stewart.

Notice of Nomination & Election for District Vice President

To the fill the vacancy for the unexpired term of District Vice President, the Union will hold nominations for the position at the April 10, 2012 District Council meeting to be held at the Seattle Union Hall, 9125 15th Pl S, Seattle, convening at 5:30 p.m.

To be eligible for nomination, members must be a seated District Council delegate as well as meeting all the “Qualifications of Candidates” listed in the District By-laws and the IAM Constitution.

Election Day: If more than one person is nominated for the position of District Vice President on April 10, an election will be held on May 9 from 5 a.m. to 9 p.m., at the following Union offices:

- Auburn: 201 A Street SW
- Everett: 8729 Airport Rd.
- Renton: 233 Burnett N.

Retired Club Minutes

Continued on page 9

Retired Club Minutes

Continued on page 9

Good and Welfare:

John Guerra has spoken the IAM Activist Center alerts on the web site of the IAM&R International office www.goiam.org. Each week they cover issues that are important to all of us and make recommendations to contact legislators to let them know where you stand. A few recent suggestions were said Congress to protect workers’ rights and pass a “Clean” FAA bill; tell Congress to reaffirm the U.S. Export-Import Bank and tell the House to adopt a stronger Buy America Act.

Tom Lux spoke about the upcoming labor history conference in Tacoma and said he would provide more information at next month’s meeting. He also said that the displays cabinets in the union hall lobby have been changed to honor Black History month.

In March they will be updated to honor Women’s History month.

Helen Lowe said she has done quite a bit of research about the Medicare “donut hole” and its history. They will be updated to honor Women’s History month.

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Smith Meets with 751 Retirees

Continued from page 9

used to calculate the cost-of-living ad-
justments to Social Security – noting
that seniors generally have medical costs
that are not factored in.

Retirees also touched on medical drug
costs and the expiration of patents on
some drugs. Making generic drugs avail-
able would lower costs significantly.

The group had a good exchange with
Rep. Smith and are grateful he gave us
a chance to voice our concerns face-to-
face. He listened and answered our ques-
tions and is in our corner.

Money Management Workshops

The Union regularly offers Personal Money Management Seminars for anyone who wants a comfortable retirement or has other financial goals such as your child’s college education or a new home. It is never too early or too late to start planning. Learn about your VIP options, how to maximize your Boeing pension options, about tax favored investing and proper asset allocation, calculate your post-Boeing income and examine creative budgeting. Check the schedule below and register for the workshop of your choice.

Money Management Workshops

Continued from page 4

Rations while negotiations are underway.

In addition, the union alleges that the company is stalling in order to frustrate progress in negotiations, which would also be a violation of federal labor law.

Despite the company’s tactics, the union has come for-
ward with proposals that actually would have helped Hytek managers run their plant more effectively, Cummings said.

On Feb. 10, the IAM presented a plan to streamline Hytek’s complex employee classification system and stan-

darize the pay structure.

At the time, the proposal seemed to have created a
breakthrough, Cummings said. Hytek’s negotiating team
committed to bringing back a counterproposal at the next
bargaining session and hinted they thought a deal was near.

Instead, Hytek hired another law firm to address the NLRC
charges. At the next negotiations session, the Union
was amazed that, rather than discuss substance, they were sub-
jected to a series of complaints by one Hytek lawyer complain-
ing about the other lawyer’s fees.

“WE have bent over backwards to understand their busi-
ness needs, but Hytek has not come to the bargaining table
with the same spirit,” Cummings said.

The union will keep fighting for a better system for pay and
promotions, and to get rid of the system of favoritism that
provides a better living to relatives and friends than the rest of
the workforce, he said.

“You are the IAM negotiating team has heard you loud and clear,
and we are not interested in accepting a system that is not fair
and transparent,” Cummings told the Hytek Machinists.

The union is also fighting hard to make improvements to
the Enterprise corporate healthcare package that’s “driving too
many of you to the poor house,” he said.

“We thank you for your patience and your determina-
tion,” Cummings told the Hytek workers. “We will not
give up, and in the end we will get a contract that rewards
your hard work and dedication.”

Take Part in Local F Unity Bowl

Strike up a good
time with food, fun,
friends and prizes
while raising money for the Union’s Machinists Non-Partisan Political League (MNPL).

Sunday, April 29 from 1 to 4:30 p.m.

Glacier Lanes
9630 Evergreen Way, Everett

Any IAM 751 member, family or
supporter may participate. Trophies will be awarded to high score and those who
“tried.” $50 per bowler (includes bowling
fees, shoes, dinner and prizes). Lane
sponsorships are also available. We’ll
have fun to spare...so sign up today!

Money Management Workshops

Continued from page 9

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have fun to spare...so sign up today!

For more information, contact
Mitchell Christian at 425-308-6895 or
Paul Veltkamp at 425-463-6138.
Bauer: Athletic Excellence All Year Round

Deb Bauer has won numerous cross country competitions at the regional, national and international levels. In 1994, she took a month off work to train for the Olympic Trials in Anchorage where she finished 12th place. In addition, she had multiple top five finishes in the American Ski Race Series races (50K). Over the last 25 years, Deb has also had numerous top 10 finishes at Marathon Canoe National Championships, including several second and third place finishes. Last year in Michigan, the top three teams were together for about 2.5 hours for the national championship, but she ended up missing the win by only 10 seconds.

In recent years, Deb has also taken up skijoring — a sport that incorporates her athletic snow dogs into the competition — getting even more of her family involved in her athletics. This unique sport is a cross between mushing and cross-country skiing. On March 3, she will take part in the “Paws and Poles” race at 49 Degrees North near Chewelah.

In May, Deb will be part of the Lean Mean Machinists Team in the annual Bloomsky Run — a chance to proudly represent our Union with her outstanding athletic ability. Whatever the competition, she is sure to give 100 percent of her effort and ability to be the best she can be.

Trainers Refresh Course to Keep It Real

Hanford’s environmental cleanup workers carry out some of the most dangerous work in the world. As a result, they are required to take an eight-hour HAZWOPER course that contains some of the most demanding training requirements of any safety, health or environmental regulations.

Thanks to the creativity of the six peer trainers from various unions and crafts, the training is never the same. They serve not just as trainers, but curriculum developers as well. These highly skilled trainers use hands-on exercises, computer-based training, small group activities, lecture and other blended learning techniques to drive home the HAZWOPER training. They recently met to revamp the course for this year.

Machinist Pat Goble has been a HAMMER instructor for 13 years and he likes the idea of workers keeping other workers safe. When he is not in the classroom, he serves as a mentor for peers working side-by-side with them in the workplace.

“We rewrite the eight-hour refresher course each year to keep it fresh. Throughout the year we look at events that happened here and other places and look at lessons learned from other sites to create a unique scenario for the class,” said Pat. “We take the objectives we are required to cover and figure a different way to do the class while still meeting the objectives.”

“Enjoy teaching continues because I have known people who were hurt or injured. If we can prevent that, then I have succeeded. I worked as a mechanic 14 years before coming to Hanford and know at other places the pressure to just get it done, but here you have to pay attention to safety — especially when it comes to chemicals,” Pat added.

“Who knows what would happen without the training. When new people enter the class, you can see the light come on and they understand the potential consequences — then you know you have made a difference.”

HAMMER is recognized as a center of excellence for developing safe and skilled workers and responders, thanks to trainers like Pat.