Everett 787 Team Honored for Innovations

District 751 has always said that Boeing’s best workers are here in Puget Sound. Now, it seems, Boeing agrees. Boeing Commercial Airplanes in March awarded a team of 787 workers in Everett the company’s first-ever Excellence in Quality Award, honoring a series of innovations and contributions made by Machinist Union members working on the factory floor.

The award says those Everett Machinists are the best in Boeing.

“We were shocked when we heard,” said Dan Deschane, who is part of the Incredible B-Deck Bombers working first shift on the 787 main line in Everett. Perhaps they shouldn’t have been so surprised. After all, they’d already been honored with a BCA Quality Cup Award for their contributions, as well as being named runners-up in a 787 Dreamliner Cup competition that also honored work teams for innovation.

In the process, the Incredible B-Deck Bombers have come up with solutions to prevent accidental damage that could literally have cost Boeing millions of dollars. Their ideas have been adopted by other Everett 787 teams — and managers from Charleston are also calling to learn more about how Machinists Union members are making 787 production processes better.

And they’ve also proven — at least to themselves — that Boeing’s Employee Involvement programs in Everett are good for something more than just paid nap time.

At first, sitting through Boeing managers’ EI meetings was a chore, Deschane said. “It felt like it was a waste of an hour.”

“It was a nap with donuts and coffee,” said Dan Vacchio, another one of the Machinists on the team. “There wasn’t a lot of participation.”

Compounding the issue is the fact that the Incredible B-Deck Bombers were originally two different teams — the Incredibles and the B-Deck Bombers, one structures mechanics, the other electricians — who got merged together into one big 30-person group that had a lot of different personalities and very little cohesion.

But team members say things changed when Ron Malig and Steven Bretzke joined their team. Bretzke was a former electrical engineer, who has since moved on to a propulsion engineering job at Boeing, while Malig had worked previously at Toyota. The two of them brought new perspectives to the merged group, the others say.

Spurred on by their teammates, the Incredible/Bombers, who work in the cargo hold around the forward join area on the 787, started coming up with ideas, most of them based on the goals of “protect our airplane” and “make our lives easier,” Vacchio said.

One idea fed upon another, and pretty soon “participation just skyrocketed,” said Hockett, who has been a great driving force for everyone in the Incredibles and the B-Deck Bombers.

Union workers in 2011 earned on average nearly $11,000 a year more than their non-union counterparts, according to the most-recent data from the federal Bureau of Labor Statistics.

The bureau’s annual report also shows that union workers get bigger pay raises than non-union workers in 2011. Overall, union workers were paid 29 percent more than their non-union counterparts last year, according to the report, which was released earlier this year.

“We often say it pays to be union, and this report shows that it’s literally true,” said Machinists Union District Lodge 751 President Tom Wroblewski. “That’s the union advantage.”

According to the new data, union workers had average take-home pay of $938 a week in 2011, which equals $48,776 a year. That figure was up 2.3 percent from 2010.

On the other hand, non-union workers were paid on average only $729 a week, or $37,908 a year, which was a scant 1.7 percent increase compared to 2010.

The difference — $10,868 — is large enough to make a real difference in the lives of working Americans, said Wroblewski.

Machinists Union members working at Boeing should be smiling throughout 2012. When members ratified the contract extension last December, they ensured they would receive DOUBLE dental coverage in the year 2012.

“If you have dental work that needs to be done but were hesitating because of the $1,750 annual limit, 2012 is the year to schedule that dental work,” said District Secretary-Treasurer Susan Palmer, who chairs the Benefits Committee. “In 2012, YOU BASICALLY GET TWO YEARS OF DENTAL BENEFITS IN ONE CALENDAR YEAR. Union negotiators want you to be aware so you can take full advantage of this double year of benefits.”

When the contract extension was approved, it triggered a $250 per year dental increase effective July 1. Union negotiators asked as a good faith gesture to give not just the additional $250, but the new yearly amount of $2,000 per family member for the last six months of the year.

That means members at Boeing enrolled in the incentive dental get a full year of dental benefits ($1,750 per person) for January through June 2012, and then reset with a full year of the improved dental benefits ($2,000) for the new network dental effective July 1 through December 31.

In addition to the increased annual benefit limit that provides two years worth of benefits in 2012, other changes effective July 1 include:

• Incentive dental plan is replaced by new Network Dental plan effective July 1.

There will be open enrollment May 23 to June 8 for those in prepaid who want to switch to the new Network Dental. If a member is currently in the incentive plan and wants to be enrolled in the network plan, no action is required.

• Class 1 services will be covered at

Continued on page 7

The Incredible B-Deck Bombers have been honored by Boeing with the company’s highest award for quality.
By Tom Wroblewski, District President

The benefits keep flowing from your decision to accept the four-year contract extension with Boeing.

As you can read elsewhere in this month’s AeroMechanic, District 751 members who work at Boeing are going to receive a two-for-one when it comes to dental benefits this year.

Between now and June 30, you—and each member of your family—have $1,750 to use on dental care. And starting on July 1, you’ll have $2,000 more to use by the end of the year on more dental services.

Of course, this is all subject to co-pays and deductibles, but the additional $2,000 for each member of your family is a significant benefit—in fact, if you have a family of three, the value of this extra dental benefit is greater than the $5,000 signing bonus you received for ratifying the extension in December.

Just as important as the financial benefit of the contract extension is the job security that came with it. Many of you attended the recent delivery ceremony for the 4,000th Next Generation 737, which went to China Southern Airlines. Boeing’s got backlog orders for another 2,200 737NGs, which means we’ll be building them in Renton for at least another four and a half years. And once we’re through, we’ll start building the 737 MAX.

Boeing engineers continue to make progress on the 737 MAX, and the company continues to line up buyers for the new plane.

Boeing has already booked orders for 451 MAXs. But just last week, the newly merged United Airlines—the airline created by the merger of United and Continental—was reported to have rejected a bid from Airbus and to have entered into exclusive talks with Boeing for about 200 more 737s. In Turkey, Pegasus Airlines is considering a Boeing bid for 100 MAXes, according to media reports.

All these 737s—and every single 737 MAX Boeing sells—will be built in Renton, thanks to your vote last December.

Along with securing good contracts for our members, District 751 is known for the good deeds its members do in the community. In the coming month, you’ll be asked to help with one of those community service activities, and I hope you’ll decide to help out.

In May, union stewards will ask members to sign up to donate to Guide Dogs of America. As you may know, District 751 is the top fundraiser across North America for Guide Dogs, having raised more than $51 million over the past four years. We do it in a number of ways—our annual Flight for Sight run on June 9, for example, the annual Puppy Patt motorcycle event June 16—but the semi-annual sign-up drive is one of our biggest activities.

The money you give to Guide Dogs directly improves the quality of life for blind people, or those with impaired vision who need a service dog to retain their independence.

Just look at the example of Dennis Meech, a District 751 member from Goldendale who received a guide dog in 2010. Thanks to the help of his dog, “Lefty,” Dennis was able to find part-time work, reign his life in the community—and even go back to playing in the weekly poker game he’d help start.

It costs more than $40,000 to train a dog, and thanks to your efforts, people like Dennis get the chance to be paired up with a dog, and trained in how to work with them, at no charge.

Our support of Guide Dogs of America is one of the best things we do as a union, and I strongly urge you to support the organization either by donating now or by taking part in one of our fundraisers this summer—like the new Texas Hold ‘em poker tournament that Local C is planning for June 2 at the Tulalip Resort Casino near Marysville.

The improved dental benefits and our ongoing support for Guide Dogs of America represent two of the ways that our union is making the lives of our members better, and also making our communities better places to live.

**Double Dental Benefits in 2012 for Members at Boeing**

Continued from page 1

100 percent on July 1. Through June, these services are covered at 70 to 90 percent depending on the patient’s incentive payment level. Class 1 diagnostic and preventive services include x-rays, fissure sealants through age 14, up to two cleanings in a year, space maintainer and topical fluoride or preventive therapy twice a year.

• Class II services will increase to 80 percent on July 1. Through June, it is covered at 70 percent. Class II services include: Root canal treatment, oral surgery, periodontics, and restorative services like crowns.

• Class III services will increase to 60 percent on July 1. Through June, it is covered at 50 percent. Class III includes services such as inlays, onlays, crowns, and bridges.

• Network dental cleanings reduced to twopayer year (unless needed for periodontics).

• With the new $2,000 benefit, you must fulfill a new deductible from July to December of $50/individual or $150/family.

• No changes to prepaid dental plan.

(Note: earlier edition of Aero erroneously reported a new $10 copay. Again, there are no changes to the prepaid plan.)

Keep in mind there was no change to orthodontics, which continues to have a $2,000 lifetime maximum.

If you have put off recommended dental work, take advantage of this additional years’ worth of coverage. If your dental care will be extensive, you may ask your dentist to submit a request for a pretreatment estimate, called “predetermination of benefits.” This predetermination will allow you to know in advance what procedures are covered, the amount insurance will pay toward treatment and your financial responsibility.

**VISION IMPROVEMENTS:** In addition, vision improvements also go into effect July 1, 2012 for those covered under the Traditional Medical Plan or Selections Washington. Frame allowances increase to $90 from current $70 and contact lens allowance increases to $120 from $105.

**Save the Date - Saturday, July 14**

District 751 is holding a Member Appreciation day on Saturday, July 14 at both the Evergreen Fairgrounds in Monroe and the Western Washington Fairgrounds in Puyallup. It will be a day of fun for members and their entire family.

The day will include rides, games, and music provided for free from 10 a.m. to 7 p.m. Look for additional details in upcoming AeroMechanic newspapers, but plan now for a day of fun and solidarity with your Union.

**Q & A ON DENTAL:**

Q) Is it a new $2,000 for each member of my family?

A) Yes, effective July 1, each member of your family on your dental coverage will be eligible for $2,000 of dental care from July 1 to December 31, 2012. With the new $2,000 benefit, you must fulfill a new deductible from July to December of $50/individual or $150/family.

Q) What about orthodontics?

A) Orthodontic coverage was unchanged and remains at a lifetime maximum of $2,000 per person.

Q) How do I find out how much coverage has been used this year?

A) Your dental office can verify how much of your yearly limit has been used by calling Washington Dental. They can do it for each individual covered in your family.

Q) What level of coverage will crowns have after July 1?

A) Crowns are classified as a Class II service in our contract and will increase from the current 70 percent to 80 percent effective July 1.

Q) Do I have to take action during the dental open enrollment?

A) If you are currently in Incentive Dental Plan, you will automatically be enrolled into the new Network Dental effective July 1. If no action is required during the May 21 to June 8 open enrollment. Only those in the Prepaid Dental Plan who wish to switch to Network Dental or those in Incentive who want to switch to Prepaid need to take action.
DelBene Endorsed in 1st Congressional Race

Machinists District 751 and the Washington Machinists Council have endorsed the candidacy of Suzan DelBene for the 1st Congressional District race in 2012. This district runs from Northeast King County to the Canadian border. She was interviewed by leadership of the Machinists and found to be the best of several good candidates to win and then represent the interests of working families in Washington state. Her focus will be on the economy and creating jobs.

Suzan DelBene knows the importance of a good job. When she was a teen, her father lost his job as a Northwest Airliner pilot, drastically changing her family’s economic circumstances. She knows first hand the struggle families can face when there aren’t enough good jobs to go around.

Suzan’s story is not her own. Her life is like the classic American story. Suzan worked her way through college and then graduate school. Like many others in our region, after graduation she went to work in the high tech industry. She then eventually started her own business. After selling her business she went back to work in the high tech industry.

AJAC Takes Training on the Road

Rain couldn’t dampen the enthusiasm in late March as the Aerospace Joint Apprenticeship Committee (AJAC) unveiled its new 55-foot Advanced Inspection and Manufacturing Mobile Training Unit. 

At a press conference, AJAC showcased the opportunities the Mobile Training Unit is bringing to employers and educators across Washington state. The rolling classroom is Washington’s latest weapon in the fight to preserve and grow valuable aerospace jobs for the future by ensuring there are enough skilled workers to fill those jobs.

The trailer is unique in several ways. Most important is the fact that the classroom combines the engineering development and design process, along with both manufacturing and inspection. The user will go from designing a product to manufacturing it on a 3D prototyping machine and then using high-end inspection equipment to ensure quality,” explained Laura Hopkins, AJAC’s Executive Director.

The Mobile Training Unit is designed to:

- Recruit and motivate high school students to pursue a career in aerospace and manufacturing;
- Support apprenticeship programs by ensuring apprentices have access to state-of-the-art inspection equipment; and
- Provide training for people already in the industry.

The training trailer delivers customized manufacturing and inspection training to Washington’s aerospace and advanced manufacturing employers, so they no longer need to spend extra time and money sending their employees to an off-site training facility. It also means those employers don’t have to stop production, and employees take their new skills back to work the very same day.

Partnering to Ensure an Aerospace Path to the Future

For more than a year, the Machinists Union and Boeing have been partnering to create excitement in the K-12 education system about potential careers in manufacturing and aerospace.

The Joint Workforce Development Steering Team and Aerospace Academic Alignment Team have made progress in getting programs introduced in K-12. Now, the team is actively recruiting hourly IAM members who are willing to go out to area schools and inspire students to consider a career in aerospace or manufacturing. This would include visits to K-12 classrooms, shop classes, skills centers and career fairs.

Our members, the subject matter experts, are the best choice to energize and explain the benefits and rewards of choosing such a career.

Holland to Serve on Workforce Development

District 751 member Grace Holland has been picked to sit on the board that oversees state WorkSource Centers and job training programs in Snohomish County. Holland, who works as a program director for IAM/Boeing Joint Programs, is one of three labor union representatives on the Snohomish County Workforce Development Council.

The council includes representatives of Snohomish County businesses, education and community organizations, as well as unions. Its job is to oversee a range of federally funded programs for youths, adults and laid-off workers.

Grace Holland was appointed by the council to serve on the WorkSource Centers in Everett and Lynnwood that are home to services for unemployed workers and others who are job seekers, and it also oversees the Employment Resource Center at Paine Field.

Continued on page 7
Celebrating the 4000th 737NG

Hundreds of busy District 751 Machinists took a little time to celebrate April 13 at a Boeing Co. delivery ceremony for China Southern Airlines, as it became the proud owner of the 4,000th 737NG.

“Our 737s roam in the marketplace,” Beverly Wyse, Boeing’s vice president in charge of the 737 program, told the Machinists and other Boeing workers gathered into a Boeing Field flight line hangar.

“Together we’ve made this airplane the world’s favorite single-aisle jet.”

For Union Steward Judy Beaudry and Michelle Pasquan, a third-shift crane operator in Renton — it was a rare opportunity to see a completed airplane.

“It’s exciting,” he said. “All you get to see in the factory is the rudder.” Delivery ceremonies and first flights never get old, added Jocelyn Houston.

who works on the Renton flightline and sees new passengers jets take off every day. “We haven’t seen one we don’t like yet.”

The delivery ceremony was “a great celebration for both the company and its workers,” said Renton Business Rep Heather Barstow, who also was District 751’s official representative at the event. “When companies form partnerships with their workers — like Boeing and the Machinists Union have done – everyone benefits, including our customers and communities.”

Wyse acknowledged that relationship, saying “our partnerships with our unions are so critical.”

The ceremony started with traditional Chinese lion dances, who represent the “joy we should have in abundance today,” Wyse said. The dances traditionally were done to ward off evil spirits – “that would be the evil maintenance spirits,” she quipped.

Keeping maintenance costs down was an issue for the airlines from the outset, said Jack Gucker, who led development of Boeing’s Next Generation 737 family during the 1990s.

The customers wanted “advanced technology that allows for simplicity, reliability and low operating costs,” he said. And thanks to the Boeing employees who build the 737, he said, “we have accomplished everything we set out to do with the Next Generation family and more.”

Dong Su Guang, China Southern’s executive vice president, also praised Boeing’s “designers, engineers, workers and management.”

“It would not be possible for us to soar through the sky without your creativity,” he said.

At the same time, Machinists said they’re grateful for the fact that custom ers like China Southern keep coming back for more 737s. Boeing has orders for roughly 2,200 737NGs on the books today, which represents more than four years of work, even at the projected rate of 42 a month.

“Even though this is the 4,000th, we’ve still got thousands more to build.”

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Hytek Talks Continue

Contract talks with management at Hytek Finishes continued in April, with the union negotiating team reporting slow progress.

The contract talks are “not as productive as we all would like,” said Kevin Cummings, the IAM Grand Lodge Rep who leads the Machinists Union bargaining team.

“We are discussing economics and working conditions, but there is a huge difference of opinion on the value of your work and the risks you take every day,” Cummings told the Hytek workers.

District 751 represents about 175 workers at Hytek. The Machinists at Hytek do metal finishing and metal plating on aerospace parts. Boeing, Lockheed Martin and Bell Helicopters are major customers, and Hytek is an important supplier for the Pentagon’s Joint Strike Fighter.

The Hytek workers voted by a 2-to-1 margin in August 2011 to join District 751, and talks began in October. After a promising start, however, the negotiations have become increasingly contentious.

The union in February filed charges with the National Labor Relations Board, accusing Hytek’s managers of deliberately violating the workers’ rights under federal labor law.

While the talks drag on, Hytek management appears to have started a campaign of increased discipline for violations of workplace rules, the union said.

“We are concerned,” Cummings said.

“The company’s recent behaviors appear to be escalating. We have urged the Hytek workers to follow the rules and grievances and be very safe in the workplace.”

The negotiations continue. Business Rep Heather Barstow urged the members at Hytek to be patient, stay strong and stick together.

Dear Editor:

At the February 2012 MNPL National Planning Conference, elected union officials from across the nation moved to endorse the re-election of President Barack Obama. This decision closely followed on the heels of the President’s visit to Washington State and our Everett 787 assembly line.

Just because the President of the United States spent an afternoon with our District and International president does not really justify endorsing him for re-election. So what has the President done to deserve our endorsement? What are the accomplishments of the Obama Administration that would warrant our support for his second term?

President Obama started his first term in January 2009 by pushing through the so-called Lilly Ledbetter Act – also known as the Equal Pay for Equal Work Act. This new law overturned a U.S. Supreme Court Ruling which allowed employers to discriminate against women. In this case the plaintiff, Ms. Ledbetter, sued because her employer had been substantially underpaying her relative to her male coworkers. The high court had ruled that as long as the boss kept it secret the company could pay Lilly Ledbetter less and she had no right to sue for back pay. This act removed a barrier and incentive for employers to discriminate and then try to hide the fact.

Two months later the President moved to help save the U.S. automobile industry from destruction. When the President was taking his oath of office, the stock market was plunging and our economy was shedding over half a million jobs each month. The President stepped up to the challenge a mere three years into thrashing between the same two parties.

In my lifetime that’s pushed us further and further away from the ideals unionists have fought and died for over the years. Going on the Hytek picket line and learning how folks are mistreated made me realize that we’ve got to do something different this year. Let’s protest by voting for a president who has union ideals and will act on them.

I mean ideas like being able to form unions and get pensions workers can depend on and hold job that lets folks afford houses and education for their kids and medical insurance. If you agree with this then join me in casting a vote for something rather than against something again. It’s worth your time to check out Stephen Durham and Chris-tina Lopez, who are running as Freedom Socialist candidates. Take a look at their website www. votesocialism.com and see what we all ought to be demanding.

In solidarity

Henry Noble, Local F, retired

Letters to the Editor

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Union Delivers for Member at AAI JBLM

For Machinists Union members who work at defense contractors, one of the biggest benefits of having that Collective Bargaining Agreement is their wages and benefits are protected when a new company wins a bid to provide the armed forces their services.

Just ask Eric Cabanillas, a Machinist who works for AAI at Joint Base Lewis-McChord.

Cabanillas is a simulator certification technician — or “sim cert tech” — for AAI. He’s part of a team that maintains C-17 simulators that the U.S. Air Force uses to train flight crews based at JBLM.

It’s a key job. By using flight simulators, the Air Force is able to provide flight training to pilots without increasing the wear and tear on actual airplanes — and without spending millions of tax dollars annually on fuel.

In addition to having routine maintenance performed, each of the three C-17 simulators must be tested and certified every six months. This ensures they’re meeting both Federal Aviation Administration and USAF standards for performance, Cabanillas said.

“The sim cert process is very important for a shop like us,” he said. “It’s essentially our report card.”

Cabanillas said that “I run a lot of tests to make sure of the performance of the simulator” and if there’s a problem “we correct it, as much as possible, on the spot.”

He’s been in the job since 2004, but until last year, he worked for Boeing Aerospace Operations, Boeing’s defense contracting subsidiary. But in 2011, the Pentagon awarded flight simulator maintenance contracts at JBLM and three other bases to AAI, a subsidiary of Rhode Island-based Textron Systems.

District 751 successfully negotiated a new three-year Collective Bargaining Agreement with AAI and other JBLM contractors who do related work. The details varied from company to company, but the AAI agreement paid all workers a $5,000 lump sum, improved their vacation benefits and granted workers 40 hours a year in personal leave.

That was all well and good, but in March, Cabanillas noticed a problem with his paycheck: It was short.

Because the work they do is so important, the sim cert tech receives a 5 percent premium above their regular pay.

The intent of the language in the Collective Bargaining Agreement is for the technician assigned to have this premium added whether they are performing sim certifications or not. AAI managers interpreted it their own way, saying that Cabanillas and sim cert techs working for AAI at three other Air Force bases were only eligible to receive that premium pay when they were actively involved in testing and certifying their simulators.

It basically made the simulation certification tech job a part-time position, and it amounted to a big pay cut for Cabanillas.

Cabanillas took his problem to Union Steward Ruben Ontiveros, who worked with District 751 Business Rep Joe Crockett to file a grievance in March. Cabanillas wasn’t the only Machinist Union member to file a grievance over this issue, said Crockett. IAM members working for AAI at three other Air Force Bases had filed identical grievances over sim cert tech pay, and all four were resolved — in favor of the workers — at the same time.

Business Rep Joe Crockett (l) worked with Steward Ruben Ontiveros (center) to resolve a pay issue for Eric Cabanillas. After AAI took over as the employer, they tried to restrict when members receive the sim cert premium of five percent. Thanks to help from the Union, Eric and techs at three other Air Force Bases are again receiving the premium for every hour worked.

Crockett said Ontiveros did a good job handling the grievance, which was first filed in nearly four years as a union steward.

"Ruben was thorough," Crockett said. "He was on it, and made sure his business rep was on it."

Cabanillas has been notified that his 5 percent premium has been restored. He said he was happy with the way his union took care of him.

“I thought it was very clean and thorough,” he said. “Our union really looked out for my benefit, and made sure everybody stayed within the contract.”

Celebrating the 4000th 737NG

Continued from page 4

said Machinist Scott Oquist, a functional test mechanic.

“I like it a lot and the pay is good,” Oquist added. “We’re proud of what we’ve accomplished as Boeing workers, both for themselves and for the company.”

“That’s pride sitting out there,” Houston said. “Pride that’s given us a good life.”

One of the Machinists at the ceremony was David Webb, who builds rear spars for 737s in Renton. He started at Boeing doing final assembly on the original 737-100 back in 1978, and he’s been to more than his share of rollouts, first flights and the like.

“In 34 years, you go to a lot of them,” he said. “You can’t get it to one of these and not appreciate the entire organization and people.”

“Everybody here puts in so much effort to make the best airplanes in the world,” he said, as he signed a “good luck” banner for China Southern. “We all have a good time and enjoy building aircraft. Everybody gets there on time. Everybody does their job.”

“What can I say?” Webb concluded. “I love this aircraft.”

Local 751-A Helps Out Member in Need

Local 751-A member Tom Farber appreciated the helping hand he received from the Union after he faced some medical issues.

Tom suffered a stroke over Christmas, after just one year working at Boeing. Local A Stewart Adrian Canez helped take up a collection at a recent Local A meeting to help the member. Members at the second shift meeting contributed nearly $450 to help.

Tom was in rehab and lost movement in his left arm for a while, but is now back at work and grateful for the support of fellow members.

Photo right: Steward Adrian Canez (l) and Business Rep Jason Redrup (r) delivered the check for $442 to Tom Farber, who works second shift at the Everett Modification Center.

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Machinists Offer Helping Hands

Machinists Volunteer Program helping hands were evident as our members continued to give their time back to help build better communities across Puget Sound.

Every Wednesday evening, our MVPs assist at the Northwest Harvest Warehouse in Kent from 4 to 7 p.m. Volunteers help repack, label and/or sort food donations. If you would like to help, simply show up at the warehouse (22220 168th Ave SE).

MVPs continued to prepare and serve food at both the Tacoma Rescue Mission and Everett Gospel Mission several weekends a month. Our MVPs also constructed a wheelchair ramp for a resident in Stanwood on April 21.

If you would like to volunteer for future events, contact Kay at 206-764-0335 or email kym@iam751.org.

ECF Helps Boys & Girls Clubs

IAM Members at Boeing continually help in the community with their donations to the Employees Community Fund.

Employees Community Fund (ECF) of Boeing Puget Sound trustees Rod Sigwart and Julia Passmore recently attended a ribbon-cutting ceremony to celebrate the opening of the new computer lab at the Marysville Boys & Girls Club Branch in Snohomish County. ECF provided $39,780 to the organization to purchase 16 computers and workstations, software and IT equipment, and renovations to establish a new computer lab at the Marysville Branch.

The Marysville Boys and Girls Club branch serves primarily low-income youth. Because most of the children do not have access to computers at home, it is important to provide the technology and computer skills necessary to ensure success. The new computer lab funded by ECF will be a valuable resource for homework and research. It would also be used for a variety of other learning including robotics, music, digital imaging, and photography. The staff regularly monitors the activities and ensures internet safety.

For more information about the Employees Community Fund, please call the Grants Administrator at 206-544-9246.

Help the Hungry From Your Mailbox on Saturday, May 12

Saturday, May 12 is the annual Letter Carriers’ Food Drive. This is an easy way to help land-locked workers and others utilizing area food banks. Simply set out your canned or non-perishable foods at your mailbox on Saturday, May 12. The Letter Carriers will do the rest.

Volunteers are needed in the following areas (the point of contact you check in with is listed after each location):

- **Tacoma**: between 2 to 6 p.m.
  - Parkland Station - 120th & Garfield - POC Dave Hall
  - Tacoma Central Carrier Facility - 38th & Warner - POC Brian Lindgreen
  - Lincoln Station - 37th & G St
  - POC Idanya Velz
  - University Place - 6817 27th Street West, University Place
  - 6 Ave - 6411 6th Avenue, POC Shelly Chamick
  - Proctor Station - 3801 North 7th Street, Tacoma, POC Kim Hubbard
  - Lakewood Station - 5409 100th St SW, POC Kip Fontenot
  - Downtown Station - 11th & A St - POC Teauna Young

Drivers are also needed to help pick up food (the Post Office will provide someone to do the running) from 11 a.m. to 2 p.m at the Lincoln Station, University Place, and Tacoma Central Carrier facility. Contact Maleah Smitham at 68173FoodDrive@hotmail.com.

Edmonds: Paine Field Postal Station - 2 to 4 p.m. or 4 to 6 p.m.
Lynnwood Postal Station - 1 or 2 p.m. to 4 p.m. or 4 to 6 p.m.
Everett: Paine Field Postal Station - 2 to 4 p.m. or 4 to 6 p.m.
Everett Main Postal Station - 2 to 4 p.m. or 4 to 6 p.m.

Sign up to volunteer in Edmonds, Lynnwood or Everett through Volunteers of America via their website: www.voawww.org

On their site click on the Volunteer tab and then click on the last option in the drop down box (Volunteers Needed – Letter Carrier’s Food Drive).
Grand Lodge Convention Will Outline Path for Next Four Years

In May, members will be voting on resolutions and constitutional changes to be presented at the Grand Lodge Convention this fall. Yet many members have requested more information on the convention and the process. The Grand Lodge Convention convenes every four years with IAM delegates elected from every Local Lodge throughout the U.S. and Canada. These elected delegates ensure each member has a voice at the Grand Lodge Convention.

Prior to the Convention, each local selects a Resolutions Committee to propose and review changes to the IAM Constitution. The Resolutions Committee then reports back to the Local Lodge for a vote on the proposed changes. The purpose of the Grand Lodge Convention is to consider and take action as necessary on changes to the IAM Constitution. The IAM Constitution is the rules that govern our Union. Among other things, the IAM Constitution guarantees your right to nominate and elect your officers, vote on contracts and participate fully in every aspect of your Union. The Constitution also provides enforcement mechanisms and, if necessary, penalties to make sure the membership’s rights are respected. Convention delegates debate and vote on resolutions and amendments to the Constitutions that have been proposed by Local Lodges or the Executive Council. They also hear membership appeals to decisions by the International President.

Over the years, top political and social figures from the U.S., Canada and all parts of the world have addressed IAM Grand Lodge Conventions. Our delegates must work as a team to network and lobby other delegates at the convention for maximum effect to support the positions, which have been passed at each local lodge. Delegates this year will carry member concerns approved at the May meetings forward and vote the will of the membership as expressed by Local Lodge resolutions. In short, our Grand Lodge Convention delegates will shape the future of this Union.

Tom Plummer speaks in favor of a resolution at the 1996 Grand Lodge Convention.

Report Confirms It Pays to be Union!

Continued from page 1

“Of course,” said Leah. “These are the basic components of an American middle-class lifestyle, and each one is easier to achieve if you’ve got a union contract.”

For manufacturing workers who produce durable goods — like airplanes or airplane parts — average pay for union workers is 10 percent greater than for non-union workers doing similar jobs, the report says. But for workers in maintenance and repair occupations — like aircraft, truck or bus mechanics — pay for union workers is a whopping 35 percent greater. Washington state has the nation’s fourth-highest union density rate, with 19 percent of all workers belonging to a union last year, the federal report said.

That helps Washington’s overall economy, Wrobleski said. “Good union paychecks support local economies, because our members have more money to spend with local businesses,” he said. “That’s one reason why we talk about how District 751 helps build better communities.”

A separate federal report last fall also showed that union members typically have far better benefit packages to go with their superior pay. That study found that as of March 2011, 92 percent of union workers had employer-provided health care benefits, 90 percent had retirement benefits and 83 percent had life insurance benefits. On the other hand, only 67 percent of non-union workers had health care benefits through their employer, only 61 percent had some kind of retirement plan, and only 55 percent had life insurance.

In addition:

• 84 percent of union members receive paid sick leave from their employers, compared to 64 percent of non-union workers; and

• 59 percent of union members receive paid personal leave days, compared to 38 percent of non-union workers.

“Having good benefits means you aren’t paying huge sums out of pocket for things like routine medical expenses,” said Wrobleski. “Good retirement benefits mean you’ll be able to live comfortably after you decide to quit working. These things are important to our members, and they’re priorities for us when we negotiate contracts.”

Partnering to Ensure an Aerospace Path to the Future

structure upgrades for machine tool and equipment upgrades. SB5876/BH2156 created a committee to coordinate training programs to ensure curriculum reflects the skills needed by area employers. The committee brings together business, labor and education to ensure training addresses future workforce needs.

“The Legislature recognized the importance of preserving and growing this industry, which is vital to our economy,” said 751 Political Director Larry Brown. “Based on the recommendations of the Accenture report from Project Pegasus, this coordinated effort will ensure we continue to have trained workers well into the future to not only preserve, but grow this industry.”

The Union and Company will continue to partner to give a stronger future for everyone.
Remembering Bread and Roses 100 Years Later

by District 751 Labor History Committee

One hundred years ago more than 20,000 immigrant workers fought against poverty wages and terrible working conditions and won.

The workers went on strike to demand the basic necessities of life (bread), but also the sweetness of dignity and respect (roses). Their slogan: “We want bread but we want roses too!” led to the walkout being called the “Bread and Roses Strike” by labor historians.

“What the woman who labors wants is the right to live, not simply exist — the right to life as the rich woman has the right to life, and the sun and music and art,” Rose Schneiderman, an early 20th-century union leader and feminist. “The worker must have bread, but she must have roses, too.”

In 1912, thousands of people worked in the textile mills of Lawrence, Mass. These jobs were held by native-born workers of English, Irish, and German descent, and French-Canadian, Italian, Slavic, Hungarian, Portuguese and Syrian immigrants.

The leading employer in Lawrence was American Woolen Co., which operated four mills. Half the American Woolen workforce was girls between 14 and 18. They worked in grueling conditions and lived in abject poverty: 36 out of every 100 men and women who worked in the mills died by the time they reached 25. Half their children died by age 6.

On Jan. 1, 1912, a new Massachusetts law reduced the maximum number of hours of work per week for women and children from 56 to 54. Ten days later workers discovered that their employers had cut their weekly pay to match the reduction in their hours. That difference in wages amounted to several loaves of bread for workers who lived on bread, molasses and beans in dangerous and crowded apartments.

When Polish women weavers at Everett Cotton Mills realized that their employer had cut their pay by 52 cents, they stopped their looms and left the mill, shouting “short pay, short pay!”

Workers at other mills joined the next day, and within a week more than 20,000 workers were on strike. A strike committee made up of two representatives from each ethnic group in the mills was formed; meetings were translated into 25 different languages.

The committee put forward a set of demands; a 15% increase in wages for a 54-hour work week, double time for overtime work and no discrimination against workers for their strike activity.

The Industrial Workers of the World sent organizers like Bill Haywood and Elizabeth Gurley Flynn to the strike. They traveled around the country gathering support and raising resources for the strikers. The union established an efficient system of relief committees, soup kitchens, and food distribution stations, while volunteer doctors provided medical care.

Local authorities were quick to crack down on the strikers. IWW organizers and strike leaders Joseph Ettor and Armando Giovannini were arrested on trumped-up murder charges. (They were eventually acquitted in November 1912.) Local & state militias were called out and mass arrests of the strikers followed.

To reduce the burden of striking families – and to dramatize their plight – the union arranged for children of strikers to be sent to live with supporters in New York.

The strike started in 1912 after woolen mill owners cut the pay of women and children in response to a new state law that said they couldn’t work more than 54 hours a week.

The resulting publicity did much to rally national public support for the strike. The official AFL union, the United Textile Workers, did not support the strikers and wanted to negotiate with each mill owner separately. But the IWW pursued a strategy of solidarity that had workers from every mill standing up for each other, and in the end, that approach won out.

In an effort to settle the strike, owners offered a 5-percent pay raise on March 1, but the workers rejected it. On March 12, American Woolen gave in and agreed to most of the strikers’ demands.

The rest of the manufacturers in Lawrence quickly followed suit, as did other textile companies throughout New England, anxious to avoid similar strikes. The Bread and Roses Strike had been taken up by supporters in New York City came home on March 30, thus ending one of the landmark labor disputes in U.S. history.

MayWorks Offers Various Labor Events

The Washington State Labor Council is commemorating this year’s 100th Anniversary of the Bread and Roses Strike with several events under the title of “MayWorks.” Many events will be during the month of May, but some will be later in the year. These activities include a Labor Stage during the Northwest Folklife Festival over Memorial Day weekend. There will also be labor art displays.

District 751’s Labor History Committee is taking an active role in MayWorks. It is participating in the Pacific Northwest Labor History Association’s conference May 18-20 at the Washington State History Museum in Tacoma.

Brochures and more informational will be available at May’s local lodge meetings or visit: www.iaw751.org/mayworks.pdf to download a list of events. Below are a few highlights and dates:

Charlie King and Karen Brandwein & Rebub Voices in Concert – Thursday, May 17 – 7:15 p.m.
South Seattle Community College Olympic Auditorium, West Seattle Campus
Pre-Concert Wine Reception, Hosted by the WA State Labor Council – Thursday, May 17, 6 p.m.

PNW LABOR HISTORY ASSOCIATION CONFERENCE – Friday, May 18 through Sunday, May 20
Washington State History Museum, 305 Pacific Avenue, Tacoma
The Bread and Roses Strike 1912 – and the lessons it holds for today.

Business Reps Emerson Hamilton and Joe Crockett walked the line at PAX River NAS to support striking IAM members while attending an arbitration class at the IAM Training Center.

Machinists at Lockheed Strike Over Pensions and HealthCare

On April 22nd, 3,700 Machinists belonging to District Lodge 776 voted by an overwhelming margin to strike Lockheed Martin, and walked off the job at midnight that night. The majority work at the Fort Worth, Texas facility, where they build F-16 and F-35 fighter jets. Also, about 150 members who perform flight tests at Edwards AFB in California and Paxtunt River NAS in Maryland are also striking.

Members voted by a 94 percent margin to reject the company’s Last, Best and Final offer, and voted by a 93 percent margin to strike.

“The company is demanding that we switch to LM Healthworks, a high-deductible, high-cost plan, and Lockheed wants to eliminate the defined-benefit pension plan for new hires,” said District 776 President and Directing Business Representative Paul Black.

The IAM filed several charges with the National Labor Relations Board against the company, including charges of direct dealing, bargaining in bad faith and unlawful spying and surveillance.

751 Business Reps Emerson Hamilton and Joe Crockett spent an afternoon on the picket line at Pax River to show their support for the members from Lockheed while attending training in the area.
April Retired Club Business Minutes

by Ruth Render, Retired Club Secretary

The meeting was called to order on April 9 by Vice President Helen Lowe, who 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 or accounted for. President T.J. Seibert was on vacation.

Minutes: It was M/S/P to accept the March meeting minutes as printed, except it was noted that Mike Keller’s name was not included in the list of retirees who went to Olympia to participate in an Alliance for Retired Americans event in February.

Financial Report: The March expense report was read by Treasurer Betty Ness. A motion was made to accept the report as read. M/S/P.

Health & Wellness: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Al Wydick, John H. Gurchak, Jr., Armando Lencioni, Robert Lund and Blake Race. Sympathy cards were sent to the next of kin.

Business Report: Health & Benefits Representative, Garth Luark gave the report.

Legislative Report: Carl Schwartz reported we are sad to have lost Albert Wydick, our past President and long time District 751 union activist. As you know he has been fighting a serious illness for more than a year and has now lost his fight.

Last month you heard the reports from our delegates to the Alliance for Retired Americans regional conference, later in April we are sending six delegates (Helen Lowe, Lou Raum, Mike Keller, John Guevarra, Lois Holton, Darrell Wallis) to the IAM&AW Machinists Union retiree regional conference in Las Vegas, NV. They will consider issues concerning Social Security and Medicare and also some specific labor union issues. A report will be given at the May meeting.

Carl spoke about the upcoming Democratic caucuses and urged people to attend and participate in this first step of the “grass roots” of political activity. He also mentioned that the legislators in Olympia are still working on the budget.

District 751 recently lost someone who dedicated a lifetime to this Union and helping others with the passing of Al Wydick. This caring individual devoted decades to improving the lives of others. He bravely battled cancer the last few years of his life the way he fought for our members in his years working at the Union, with dignity and honor.

Growing up in Missouri in a family of 14 children, he learned early to help take care of others. This was a characteristic that drove him throughout his life.

At age 20, he moved to Seattle and hired onto Boeing in 1956 as an electrician. He worked on the B-52 at Plant II and worked on the 707 at the Boeing Renton plant. He immediately became active in the Union and was appointed Union Steward in the late 1950s. He became active in Local A and was first elected to an officer position in 1961 as a trustee. He worked his way up through Local A leadership, serving as both treasurer and recording secretary for a number of years, as well as serving on the District Council for nearly two decades. Al worked for the Union full-time for 22 years serving in a number of different positions. He was elected District Vice President in 1973 and served as Administrative Assistant for four years. He was elected President and Directing Business Rep in 1977 and served one term. After his tenure as District President, Al worked in the health and benefits office where he could more directly help the membership until he retired in 1996. During that time he did a lot to increase public awareness of District 751 by coordinating various public events like the District participation in local parades, coordinating our booths at the Puyallup and Monroe Fairs and through voter registration drives.

He was a delegate to several Grand Lodge conventions, served on the boards of United Way and King County Labor Council, as well as serving on the Washington Machinists Council for 20 years. Even after he retired from the Union, Al continued to help others — serving as Retired Club President for 10 years, Retired Club Vice President for two years and actively lobbying for seniors in both Olympia and Washington DC for many years.

Al received his 50-year pin in 2008 achieving life member status — an achievement he was very proud to attain.

Secretary-Treasurer Susan Palmer recalled, “I met Al as I was getting active in the Machinists Union at Boeing in the late 1980’s. Al was very friendly as a leader in the District and was always willing to offer his help and advice. I enjoyed hearing his stories over the years about the history of our District. He did a lot to bring this District to where it is today. He will be greatly missed.”

Retired Union Steward John Jorgensen, who put in over 40 years before his own retirement, re-called countless times Al was able to help members in his area. “Al helped well over 100 people that I referred to him and he was extremely efficient and well organized. You never had to follow up on any problems. Al was always working on his time. He had all the stewards very spoiled, and we all loved him. He made our jobs so much easier.”

“He was a kind and compassionate person. He was just the character of this very compassionate person. He continued that dedication after he retired and channeled his energies to help seniors and retirees,” said District President Tom Wroblewski. “He always had time for someone, offer advice, a smile, or promote the Union, which was such a big part of his life.”
BOATS

DRIFTBOAT, 11 ft livrot, oars, anchor, etc. $1,500. 360-703-3986.


20’8’’ BAYLINER, V8, full canvas, Volvo O/E-Erlander, looks and runs good. Licensed. $2,500. 425-322-3870 or 419-336-313.

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BEFORE YOU BUY OR SELL YOUR HOME call me. I can answer all your real estate-related questions. I am experienced, licensed broker. yamprovo@admiralreal.com 425-388-5602.

LOSE UP TO 2-5 LBS A WEEK quickly, safely and effectively. Free health coach, proven health program. Maintain that weight loss all year! Call Tracee at 425-388-6641.


DIANA’S CLEANING SERVICE. 17 years in business. Licensed, bonded, insured BBB and Chamber Member. Angie’s List Super Service Award recipient 2011. Cleaning, Janitorial, minor maintenance, move in/move out. Can do middle school up to college, including ACT... and SAT. mafioso@ymail.com or 360-805-9867.

COLLEGE TRAINED MATH, CHEMISTRY, ENGLISH (including ESL) and more. TUTOR in your own home. Can do middle school up to college, including ACT... and SAT. 800-505-9870.

KIMBALL ORGAN w/matching bench, 226-0431. OBO.

MISCELLANEOUS

FREE INTERIOR DESIGN NEWSLETTER – Boeing employee – Boeing discount. 253-952-4301.

AD RULES

Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, 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: May 13th.

SANYO MICROWAVE: white, used very little. $40. 206-816-0439.

NORDICTRACK ASR 700 ELLIPTICAL exerciser. Seldom used due to bad car accident. Sears maintenance agreement expires October 12, 2012. Heart rate monitor and MHP. $689.00 OB. 253-926-1419.

FREE – 40 clean, one-gallon wine jugs, excellent for emergency water storage. Take one or all! FREE! 206-824-1390.

ANTIQUEMANUAL Typewriter, Olympia brand, made in Germany. 253-474-0226.

10 LITTLE WOOD BOXES, 9” x 2” x 3”, great little draw- ers. $2.00 ea. Collector shoesbox, card board, holds 9 pair, real neat, has sayings on it. 253-825-8609.

CUB INTERNATIONAL TRACTOR manual of general contents, fuel system, steering, etc... 9 sections electrical. $200. 253-852-6809.

20 PAIR warm mens, women’s, for quilting, 15$. 283-852-8609.

COLLECTIBLE CHANDELIER, all brass with painted flowers, 6 electric bulbs, plus big bottom one. $100. 283-852-8609.

10 FT METAL HAND BRAKE. Pol y by Tapego, in great cond. $100. 253-852-8609.

PLATE GLASS SHELVING, 1, 17 x 3, 25$, $5 ea. 253-852-8609.

HAPPY BIRTHDAY WINDMILL, 21.5” high, candles to keep windmill turning, 18’’ for all birthdays over 100. $50. 253-852-8609.

NIKKEN MATTRESS. Kenkopol delux, 3” memory foam 100%, queen 60x80, 6$ ea. the rough spongefree layer for added softness, that goes over your mattress, featuring a thick rubberthane layer for added softness, than a mattress, this unique innovation is a complete sleep system. A detailed look at the 5 different layers that comprise the Kenkopol Delux will reveal its many features and benefits. Very clean and in good condition, at 12 yrs old, owner. $100. 253-852-8609.

NIKKEN KENKOPOL, The thinner style that goes over your mattress, featuring 100% thick rubberthane layer for added softness, offers a more portable version of the Kenkopol Delux without sacrificing its important features and benefits, $300 each, and much more above. Brand new in original boxes, queen size $680 each. 253-852-6809.

10 LITTLE WOOD BOXES, 9” x 2” x 3”, great little draw- ers. $9.99 ea, several available. 253-852-6809.

HANDICAP EQUIPPED VAN w/lift, hand controls. $2,500 OBO. Great project! Has much potential! 253-466-3630.

2007 CHEVY IMPALA Fam brew, column shift transmission with overdrive, original owner. Good condition. 206-767-5245.

1990 CHEVY SILVERADO, shortbed, 4x4, 155,000 miles, not very pretty but it runs and drives. $1,200 OBO. Call for more details 206-940-9225.


1995 CHEVY BELAIR. 2-dr. post, 327 Corvette motor, w/6000 mile warranty, origi- nal owner, excellent condition. 206-767-5245.

1997 C3 CORVETTE. 2-dr., excellent, original owner, 30,000 mile warranty. $12,000 OBO. 253-926-4149.

1992 BUICK PARK AVENUE, leather, 2800 V6 engine: 156,000 miles, 21 MPG, runs great, no heater, good tires. 360-852-8589.

2007 ARCTIC CAT 900, 900cc four-stroke engine, 36” w x 11” H x 5” L openings.

Handicap equipped van with lift and hand controls. 2001 Starcraft GMC van, runs great, 70,000 miles. $5,000 or make offer. 425-348-9077.

1995 CHEVY, 4-dr automatic, rebuilt trans- mission, 6 cyl., no rust, runs great. Must see! 253-474-0226.


1996 FLEETWOOD MOTORHOME, 40 ft diesel. Loaded. $35,000. 253-839-3757 or 253-488-7348.

VEHICLES

1965 CHEVY IMPALA, 2-dr hard top, column stick transmission with overdrive, origi- nial owner, excellent condition. 206-767-5245.

1990 CHEVY SILVERADO, shortbed, 4x4, 155,000 miles, not very pretty but it runs and drives. $1,200 OBO. Call for more details 206-940-9225.

1997 C3 CORVETTE. 2-dr., excellent, original owner, 30,000 mile warranty. $12,000 OBO. 253-926-4149.

92 BUICK PARK AVENUE, leather, 2800 V6 engine: 156,000 miles, 21 MPG, runs great, no heater, good tires. 360-852-8589.

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Handicap equipped van with lift and hand controls. 2001 Starcraft GMC van, runs great, 70,000 miles. $5,000 or make offer. 425-348-9077.

1995 CHEVY, 4-dr automatic, rebuilt trans- mission, 6 cyl., no rust, runs great. Must see! 253-466-3630.

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1995 CHEVY, 4-dr automatic, rebuilt trans- mission, 6 cyl., no rust, runs great. Must see! 253-466-3630.
Everett 787 Team Honored for Innovations

Continued from page 1

is the assistant team leader for the 10-

person group. “Some of these were ex-

periments, but they worked.”

And as the effort gained momentum, the

newly merged team started managing

itself, said team leader Chris Urich.

“When we have a problem, we get

out there and fix it right away. We go
to the people who are affected...and

tell them what we’re doing.”

Some of their ideas were simple, like

the tool they call a “tombstone.” Machin-

ists passing through a narrow passage in

the forward and cargo areas kept banging into

a protruding bracket that holds up a number

of wire bundles, causing damage. So the

B-Deck team developed a shop aid to

remind themselves to keep away from it.

There was also the “Quack Pad”—so-
called because the Machinist who came up

with the idea was a big Oregon Ducks

fan. It’s a clear panel, perhaps a quarter-
inch thick, that sits atop a recessed area

that’s filled with ductwork on the floor

of the cargo bay. The Quack Pad protects

the ducts— which were getting stepped on—

and prevents any FOD from falling down

under the floor.

And one of the most-visible innova-
tions—at least up-and-down the 787 line

was an early project to modify the charts

787 workers and managers use to track

the progress of work on the plane in their

area. Boeing came to the teams early on with

a series of charts to track everything from

costs to morale, but they didn’t really work,

Hockett said. So the Incredible/Bombers

took it upon themselves to create new, poster-

size colored charts that everyone liked

so well they’ve been issued to all 787 work

teams up-and-down the Everett mainline.

Not every team uses them, but those who
do can see at a glance whether or not they’ve hit their goals

for quality, cost, safety, tool check-ins

and FOD control in the past cycle.

They scrapped management’s chart tracking employee

moral, Hockett said, because if you’re doing everything else right, morale will

follow. That’s what happened with the Incredible/B-Deck Bombers, he said.

“We’re catching escapements that may have got by us before,” Hockett

said. “We’re fixing things in place, and communicating up and downstream.

“The whole thing was really about quality for us,” he said.

Boeing brass was impressed. Along with the shiny clear trophy that proclaims

the Incredible/Bombers earned Boeing’s

top quality award, they got to search hard now to get better.

Bombers, he said.

The team continues to

push for improvements. In

April, they spent a couple of

weeks experimenting with a

better way to capture spilled

hydraulic fluid in the landing gear,

which can create an expensive mess.

“Instead of the original method, which relied on plastic bags, the Incredible/

Bombers created a catch-basin on a

wheeled cart that collects overflow fluid through a system of tubes.

It’s innovations like this that prove

the value of Boeing’s highly skilled and experienced union workforce, said Di-

rector 751 President Tom Wroblewski.

“These Everett Machinists really sym-

bolize the kind of skilled craftsmen who

have belonged to our union and built

Boeing airplanes for more than 75 years.”

“Everyone’s proud of us,” Hockett said. “We’ve
got to search hard now to get better.”

The lunch—which in-

cluded baked salmon—may have made the biggest im-

pact. “I wasn’t your stan-
dard pizza, you know?”

grinned Vaccas.

Hold ‘em Tournament for Guide Dogs -

June 2 from 3 to 7 p.m. - Tulalip Casino

Local C’s first charity poker tournament is a

sure bet for fun and fundraising. Local C will hold its first “All In For Guide Dogs

Hold ‘em Tournament” from 3:00 p.m. to 7:00 p.m. at Tulalip Resort Casino, which is on Tulalip Tribes’ reserva-

tion near Marysville at 10200 Quil Ceda Blvd.

There will be a $100 buy-in per person, and the field is limited to the first 100 paid entrants.

There will be a $2,500 pay-out for winners at the turn.

Lessons will be available for new players. Food, chips and the chance for other prizes will be included in the entry fee.

Entry forms are available at all 751 union halls in Puget Sound, including the Everett Hall at 8729 Airport Road.

All proceeds will go to benefit Guide Dogs of America, the Machinists Union-sponsored charity that provides service dogs to people who are blind or have impaired vision from across North America.

Members with questions can call the Local C officers:

In Auburn — Ron Coen (253-886-0036)

In Renton — Paul Carlton (425-886-0036)

In Everett — Chris Louie (206-304-2800),

Rod Sigvarden (425-231-4248)

In Seattle — Chuck Froncoting (206-599-9198).

Puppy Putt Motorcycle Ride June 16

Puppy Putt 10, District 751’s annual motorcycle fundraiser for Guide Dogs of America, has been scheduled for June 16. The event will feature two groups of riders, one leaving from Sound Harley-Davidson, at 16212 Smokey Point Blvd. in Marysville, and the other from Northwest Harley-Davidson at 8000 Freedom Lane NE in Lacey.

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

Harley-Davidson dealerships across the Puget Sound are major sponsors, but organizers stress that Puppy Putt is an “all breed” event, open to riders of all makes of motorcycles. Details can be found online at www.PuppyPutt.com — by calling the Everett Union Hall at 425-355-8821. District 751 organizes the annual ride as a fundraiser for Guide Dogs of America.

Flight for Sight Fun Run & Walk is June 9

The 11th annual Flight for Sight Fun

Run & Walk will be June 9 in Everett.

The event includes 5 and 10-kilome-

ter timed races on courses certified by

U.S.A. Track & Field. There will also be a non-competitive one-mile walk.

The race day sign-in will be from 7:30 to 9 a.m. at the courses’ start/finish line at the Everett Boeing Activity Center, 6098 36th Ave. W. The timed races will start at 9:30 a.m., with the walk to start at 9:45. Registration costs $25 if done before noon on June 7. Day-of-race registration will cost $30. Registration can be done online at www.flightforsight.com.

The event is sponsored by the District 751 Women’s Committee. All proceeds will go to benefit Guide Dogs of America. Last year’s event raised $9,661 for Guide Dogs, part of the more than $263,000 raised by District 751, which made it the top contributor to the charity nationwide.
Innovation Keeps Prompt Printery on Target

With the increased use of the Web, Facebook and Twitter to advertise and communicate to the public and consumers, print shops have had to be creative to remain afloat in the current economy. Prompt Printery in Yakima, an IAM-represented print shop, has done just that. With just two employees (Glenn Klingele and Bruce Scully), they have continually found ways to generate additional business throughout the current recession.

During their slow times in the winter months, Bruce devised a unique project—targets that allow people to play a game of 9-card solitaire while practicing their shooting skills.

“I recently put a shooting range on my property and have been coming up with creative targets to make it more interesting to practice shooting,” said Bruce. “We print a whole deck of cards on one sheet. There are several ways to play, but basically the shooter takes seven shots and uses the best five cards hit to make a poker hand. It is a shooting Texas Hold-em game. The goal is for accuracy so you have a great poker hand.”

The idea has caught fire and their Texas Hold-em targets are being sold at gun shops and pawn shops throughout the Yakama area. From that idea, they have also begun printing zombie targets.

“For some reason, kids love shooting zombie targets with their airsoft rifles. It is a stop seller. We are keeping the shelves filled and just got another order for 100 zombie targets,” Bruce added.

But printing targets is just one unique project that has kept the print shop busy. They are continually looking for new products to expand their business. Recently, Prompt Printery installed a plotter to cut vinyl and use with rubberized sandblasting. This gives them the capability to make banners, but also allows them to sandblast on wood, landscape or etch in stone.

“To stay in business we had to diversify and wanted to go after something more mechanical than digital—this was a combination of both,” said Bruce. “This plotter can be used to create custom address rocks for a yard, property or business.”

Glenn Klingele (l) and Bruce Scully print a complete deck of cards on a sheet so shooters can play a game of Texas Hold-em while improving their target accuracy. The targets are marketed at gun shops and pawn shops throughout Yakima.

In addition, Prompt Printery has been making Kokopelli figurines with stone that have also been popular. Since they are located in the Yakima Valley, the print shop does a lot of work for the agriculture industry and is printing bin cards and other forms to manage the crops for area farms.

At the end of March, the two employees ratified a new two-year agreement with the IAM—ensuring they continue to carry the Union label. For Glenn and Bruce, the creativity and innovation they deliver ensures Prompt Printery continues to be a vibrant business, as they continually learn additional skills and market new products. Visit them at 313 S 4th Avenue, Yakima for all your printing needs or call at 509-457-5848.

Recognizing Safety Excellence in Goldendale

Proper disposal of 7,500 tons of waste each day presents a multitude of hazards for our Machinists Union members working at the Roosevelt Landfill in Goldendale. The same is true of the union members at Tri-County Disposal, who collect garbage and recycling from most of the 19,000 residents and businesses throughout Klickitat County. With so many hazards in their daily jobs, the 149 members working in Goldendale have to pay close attention to safety. To provide an incentive to not only work safe but also achieve excellence in all phases of their jobs, Republic Services—the parent company that employs these members—implemented two separate programs in 2000 to reward and recognize excellence.

On April 10 and 12, safety luncheons were held to acknowledge those members who had demonstrated excellence in safety and other aspects of their job. Members were treated to a rib-eye steak lunch, presented with awards and honored in front of their co-workers. Work safely and enjoy the rewards is the theme. Keep in mind these recognition programs are only one facet of many focused on safety.

The “Dedicated to Safety Awards” recognize and reward employees in safety-sensitive positions who have excelled in safety performance and to motivate employees to perform job duties in a safe manner. To qualify, members must achieve a perfect record for the year with:

- No preventable accidents,
- No lost time injuries,
- No safety related warning letters. Those meeting the criteria were presented with a jacket, patches for the jacket, a hat and other trinkets. The prizes are designed so members will stand out in safety and other aspects of their jobs.

The “Dedicated to Excellence Awards” recognize and reward employees in safety-sensitive positions who have excelled in safety performance and to motivate employees to perform job duties in a safe manner. To qualify, members must achieve a perfect record for the year with:

- No tardies, &
- No warning letters.

Eleven members qualified for this prestigious award.

Steward Rick Porter stated, “We are serious about keeping everyone safe in these jobs. The programs are a nice reward and help keep safety at the forefront while providing an incentive to stay safe and deliver excellence in all phases of our jobs.”

IAM Staff Assistant Ken Howard was on hand to congratulate the members.

“We are proud to honor our members that are doing a great job on safety and appreciate Republic both recognizing and rewarding those efforts. With so many hazardous material and dangerous equipment, it is important that safety remain in the forefront for all workers at the site,” Ken said.

Dedicated to Excellence Award Winners

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Union</th>
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<tbody>
<tr>
<td>Justin Ramsay</td>
<td>Yakima</td>
<td>IAM</td>
</tr>
<tr>
<td>Rick Porter</td>
<td>Yakima</td>
<td>IAM</td>
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<td>Mike Salomons</td>
<td>Yakima</td>
<td>IAM</td>
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<tr>
<td>Tony Sposa</td>
<td>Yakima</td>
<td>IAM</td>
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Photo left: Ken DeVries cooked the rib eye steaks for the luncheon.

Belong: Lewis White displays his Dedicated to Excellence ring as Justin Rammy looks on.