Machinists ratify 3-year deal after rejecting initial offer

Machinists Union members who work at Jorgensen Forge Corp. will get their first pay raises in seven years after ratifying a new collective bargaining agreement.

The workers approved the three-year contract with a 94-percent yes vote on April 17. They had rejected the company’s first contract offer on April 9.

“Our members at JFC stayed united in solidarity and won themselves a better contract,” said IAM 751 Business Rep Joe Crockett.

Under the deal that was approved, all Machinists at Jorgensen Forge will get 3 percent pay increases in May.

In addition, the union’s negotiating team expects that many of the workers will see additional pay increases as they work with the company to establish a universal pay scale for all workers.

That will address a major issue for the workers, Crockett said. Before there was a union contract, pay rates at Jorgensen Forge were somewhat arbitrary, and in a number of cases, experienced workers were paid less than the newly hired people they were assigned to train.

Along with the immediate 3-percent raise, the deal provides workers:
- 2-percent raises in 2016 and 3-percent raises in 2017;
- Improved language covering paid time off, including three additional days of paid leave each year;
- Grievance and arbitration procedures that protect workers from being fired without cause, and provide a system for resolving disputes; and
- A Machinist who works at Jorgensen Forge votes on April 17 on the company's second contract offer.

Renton stewards step up for members

Pair catches managers breaking the rules for overtime assignments

Stewards on Boeing’s P-8 program in Renton are continually working to represent members in contractual matters and corrective action memos – or CAMs. Union Stewards Michelle Li-grano-Jung and Ismael Cruz often partner to ensure the contract is enforced.

Overtime seems to continually be an issue in the P-8, which means stewards need to pay close attention to who works and who is offered overtime to ensure the contract is being followed.

Recently, these stewards ensured that proper overtime compensation was paid to the members who had the right to work the overtime after management failed to follow the procedures spelled out in Article 6.10 of our union contract with Boeing.

One incident involved weekend overtime for a customer coordinator.

The customer coordinator was in the meeting when overtime was assigned. He asked for overtime and volunteered, but the manager turned down his request, insisting they only needed one customer coordinator for the weekend.

When it was found they needed two customer coordinators because of the work schedule, the manager asked the team leader to do the coordinator work.

The manager was getting into a habit of asking a team leader to do coordinator work. The stewards filed a grievance to challenge this pattern.

The stewards gathered documentation that showed there was indeed enough work for two coordinators and a pattern of temporary assignments to perform the work. Boeing Human Resources agreed to pay the overtime to the proper member to settle the case.

Another overtime issue was also resolved in favor of a member through the work of the two stewards.

Managers got confused on their overtime rotation wheel and neglected to put one of our members on the list for Continued on Page 5

Giddens union vote May 14-15

Workers aerospace workers to vote on joining IAM 751

Workers at Cadence Aerospace-Giddens in Everett will vote May 14-15 on whether to join the Machinists Union.

The National Labor Relations Board ordered the election after Machinists Union District Lodge 751 submitted signed requests from a substantial number of workers at the company.

“When you have a union contract, your pay, benefits and working conditions are spelled out in writing and can’t be changed on a whim,” said Jesse Cote, District 751’s organizing director.

“Cadence corporate has contracts with its suppliers and its customers,” he added. "Cadence workers deserve the same consideration. They deserve a fair shake.”

The election will take place over two days, with voting May 14 at both Cadence-Giddens plants in Everett - one at the Bomarc Business Park near Paine Field and the other on Merrill Creek Parkway. Voting will continue May 15 at the Bomarc plant.

The process will be overseen by the NLRB. If a simple majority of the}
Solidarity: Working together to help us help ourselves

By JON HOLDEN
District President

Solidarity works. We got a really good example of that last month from our new brothers and sisters at Jorgensen Forge Corp. They joined our union last fall, and started the process to get their first union contract. Last month, our union negotiating team brought them a tentative contract. However, the Machinists at Jorgensen felt it didn’t address their needs. They voted it down and – this was crucial – they showed up to strike.

That allowed our negotiating team to go back to the table and work out a deal that 94 percent of them were satisfied with. As a result, Jorgensen Forge workers are going to get hourly pay increases – their first raises in seven years – and more paid time off, starting in May. They want to be “just cause” employees, who have rights on the job and can’t be fired on a manager’s whim for wearing the wrong t-shirt. They want grievance procedures that allow them to work out disagreements with their bosses. They want joint committees that allow workers and management to come together as equals to discuss ways to make their workplaces safer, and more productive, for everyone’s benefit.

They want all these things that are possible only with union representation, and union collective bargaining agreements. They’re interested in joining our union because they know one thing: Solidarity works.

Unions and their ability to raise wages are essential if we’re going to rebuild our middle class communities. A study that came out in April showed just how important this is. The University of California-Berkeley calculated that citizens of Washington state pay $993 million a year in taxes to provide food, housing and other basic services to people who have jobs that either don’t pay enough or provide enough hours for the workers to survive. Incredibly, the federal government pays $4 billion more to fund its share of the meeting the basic human needs of the working poor in our state.

Let’s be clear about this: As citizens of this state are paying nearly $5 billion a year to support people who have jobs and want to support themselves, but can’t, because of choices their employers have made. Our union has taken three approaches to solve this problem. For starters, we’re trying to help workers form unions at their places of work, so that they can negotiate with their employers for the things that make our lives better.

We’re also active legislatively, working with other unions and community groups to help raise minimum wages in cities – and statewide – so that working people at the lowest rungs of the pay ladder don’t have to sleep in cars and rely on food banks. And, as you know, we’re working together with SPEEA in Olympia to push for legislation that would raise the pay for thousands of aerospace workers statewide, while also providing real incentives for Boeing to keep our jobs here in Washington.

It has been an uphill battle in Olympia. But if all 33,000 of our District 751 members join together with a common purpose, and speak with one voice, I’m confident we succeed. And when we do succeed, it’s for one simple reason: Solidarity. It works.

Union education classes continue in May

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

Classes in May are planned for:

- **Auburn Union Hall** (201 A St. SW) Thursday, May 7 10:30 to 1:30 p.m. and 3 to 6 p.m. – Advanced 1: Labor, the Economy and Income Inequality
- **Seattle Union Hall** (9135 15th Place S.) Tuesday, May 12 10:30 a.m. to 1:30 p.m. and 3 to 6 p.m. – Unit 1: History and a Steward’s Role
- **Everett Union Hall** (8726 Airport Road) Tuesday, May 19 10:30 a.m. to 1:30 p.m. – Unit 1: History and a Steward’s Role.

Darby Frey, a labor educator with the Washington State Labor Education and Research Center at South Seattle College, teaches one of the sessions on income inequality at the Everett Union Hall in April.

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**REPORT FROM THE PRESIDENT**

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**Political Action**

**Legislature goes into overtime**

Special session gives unions more time to advocate for tax incentive accountability

The Washington Legislature’s special session is giving District 751 and SPEEA more time to convince legislators about the need to hold Boeing and the rest of the state’s aerospace industry accountable for how it uses $8.7 billion in tax breaks.

“We are steadily picking up support, from both Democrats and Republicans,” said IAM 751 Legislative Director Larry Brown. “It’s still an uphill battle, but we’ve come a long way.”

Gov. Jay Inslee called the Legislature back for a 30-day special session, which started on April 29.

Democrats, who control the House of Representatives, and Republicans, who control the Senate, are far apart on the key issues: How to pay for between $2 billion and $3 billion in education improvements mandated by both voters and the Washington Supreme Court, plus as much as $15 billion for transportation improvements.

In a nutshell, Republicans want to shift billions of dollars into transportation and education by gutting other essential services and denying state employees – who haven’t had a raise in seven years – pay increases they’ve negotiated. Democrats want to fully fund basic services – plus education and transportation – by enacting a new capital gains tax on the wealthiest Washington residents while also closing tax loopholes enjoyed by wealthy corporations.

In this environment, there’s renewed interest in the aerospace tax incentive accountability measures proposed by District 751 and SPEEA, Brown said.

“The aerospace tax breaks amount to more than $300 million each year, which is enough to make a serious dent in what we need to come up with for education spending,” he said.

This year’s bills are backing two bills in Olympia: House Bill 1786, which would give aerospace companies the option of either paying their experienced workers the state’s median wage – currently $19.67 an hour – or giving back the tax breaks; and House Bill 2147, which would require Boeing to maintain the number of employees it had when the current tax breaks were improved in order to keep getting its full share of the benefits.

**District 751 and SPEEA hosted a reception for legislators on April 22. Rank-and-file members from both unions – including many members of the IAM 751 Legislative Committee – met one-on-one and in small groups with legislators to make the case for why these bills are necessary.**

The reception went very well, and at the end of the evening, a number of legislators said they’d been convinced by the union members’ arguments and were now supporters of the bills.

“If we could get the House Finance Committee to send the bills to the full House, I’m confident they would be approved, and sent over to the Senate where they’d have a fighting chance at getting passed,” Brown said.

“We’ve had a lot of Democrats supporting us from the beginning, but more and more Republicans are coming around to our way of thinking on these bills,” he continued. “Accountability and fiscal responsibility are core values for most Republicans, and when we explain to them that our state is giving away $8.7 billion with almost no strings attached, a growing number of them are more than willing to listen to our ideas.”

**Top, IAM 751 Legislative Director Larry Brown answers questions from state Rep. Gina McCabe (R-Goldendale) about the lack of accountability measures in Washington’s aerospace tax incentives. Below (from right), Brown, Local C President John Lopez Jr. and Local A Recording Secretary John Kass speak with state Rep. Melanie Stambaugh (R-Puyallup) during an April 22 legislative reception hosted by District 751 and SPEEA.**

**Not OK:**

**Boeing double dips two states**

The Boeing Co. wants Oklahoma City to pay it $6 million for moving the jobs of 900 Washington state residents there – jobs that our state’s taxpayers thought they had paid Boeing to keep here.

Washington legislators already agreed to pay Boeing $8.7 billion over the next 25 years, but failed to put any safeguards in place to keep Boeing from doing exactly what it’s doing, said IAM 751 Legislative Director Larry Brown.

“This is corporate double-dipping of the worst kind,” Brown said. “This is exactly why our union and SPEEA have supported tax incentive accountability bills – to stop Boeing from taking both our jobs and our tax dollars out of state.”

According to The Oklahoman newspaper, Boeing wants to build a new $80 million building in Oklahoma City that would include 150,000 square feet of “cutting edge labor space,” which would replace the engineering labs that Boeing has been closing down in Puget Sound.

Washington’s Legislature agreed in November 2013 to give Boeing $8.7 billion in tax breaks in return for the company agreeing to do formal assembly of the 777X in Everett. However, since then, Boeing has moved more than 3,000 jobs – most of them engineering jobs – out of Washington, while announcing plans to move another 3,000.

**House Bill 2147** – sponsored by Rep. Continued on Page 8

**Opinion:**

Accountability should still be a top priority

By ANDY NICHOLAS

Washington Budget & Policy Center

Despite continuing to rake in big profits, the Boeing Co. has eliminated more than 3,000 jobs in Washington state since November 2013 – when lawmakers granted the company the largest state tax subsidy in U.S. history. The tax breaks were supposed to encourage Boeing to “maintain and grow” its workforce in Washington state. Instead, thousands of workers have received pink slips or been told that they can either relocate out of the state or country or lose their jobs.

So how did this happen? It’s because Washington’s tax breaks aren’t structured in a way to encourage Boeing to create more jobs here. Other than a stipulation that some of the manufacturing facilities for its upcoming 777X jetliner must be built in Washington state, the company is essentially free to do as it pleases. Unlike other states where Boeing operates – including South Carolina, Illinois, and Massachusetts – our state doesn’t require the company to create or retain a single job in order to claim state tax

Continued on Page 8

**Unions thank Congressman for voting ‘No’**

Organized labor in Washington is united in thanking Congressman Jim McDermott for his vote against giving the White House “fast track” authority to push through the Trans Pacific Partnership, a massive 17-nation trade agreement that some are calling “NAFTA on steroids” for the United States.

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IAM asks for delay in Charleston union vote

Organizers with the International Association of Machinists & Aerospace Workers have asked the National Labor Relations Board for a delay in the planned unionization vote at Boeing’s plant in North Charleston, S.C. Under NLRB rules, the union will have to wait at least six months before asking for another unionization vote.

In seeking the delay, organizers described “an atmosphere of threats, harassment and unprecedented political interference that has intimidated workers to the point we don’t believe a free and fair election is possible.”

Grand Lodge Rep Mike Evans said, “I hold the Boeing Co., South Carolina Gov. Nikki Haley and their surrogates responsible for creating an atmosphere of state-sanctioned hostility toward unions and union organizers.”

A total of 16 IAM 751 volunteers had traveled to South Carolina to help staff from the union’s International headquarters determine how much support there was for the effort.

IAM 751 President Jon Holden said after the election was delayed that “we know there are many Boeing workers in South Carolina who understand the standard of living for themselves and their families would be better if only they had the right to bargain.”

Union organizing drives “often take several attempts to be successful,” Holden continued. “I know the IAM will continue to offer the opportunity for Boeing workers in South Carolina and any other workers who believe union representation would benefit workers in the aerospace industry to band together to form a strong union that will give them power to control their destiny.”

Holden added that IAM 751 members “strongly believe that union representation would benefit workers in South Carolina, just as it has improved our quality of living over the many decades that we have been unionized.”

Holden encouraged Boeing workers in North Charleston to “not give up, and understand your worth. We have benefitted greatly from union representation and believe you deserve the same.”

Cadence-Giddens union vote set for May 14-15

Continued from Page 1

workers who vote approve, they will form a new bargaining unit within District 751.

The exact number of workers who would be covered by the contract is disputed. There are about 250 hourly workers at the two plants who produce precision machined aerospace components and subassemblies, and do sheet-metal forming.

But Cadence management is trying to exclude some of those workers from the new bargaining unit, arguing, for example, that inspectors who certify the work done by machinists don’t work closely enough with them to create the “community of interest” required under labor law.

That argument ignores the fact that inspectors work very closely with the people who fabricate the parts that they’re inspecting, Cote said, and that quality inspectors at Boeing are Machinists Union members, just like the parts makers and installers they work alongside.

“We’re going to work hard to make sure everyone is allowed to vote in this election,” Cote said.

Boeing is a major customer for the Cadence-Giddens plant, but parent company Cadence Aerospace also sells parts to Airbus, Lockheed Martin, Northrop Grumman and Fokker, along with providing parts to other aerospace industry suppliers. It operates seven plants across the United States and one in Mexico.

The Everett plant opened in 1978 as part of a collection of aerospace businesses owned by the Giddens family, longtime leaders in Washington’s aerospace industry. However, it was purchased in 2008 by Platte River Ventures, a Denver-based private equity firm.

Platte River acquired several more aerospace companies, which it then turned into another investment firm, Court Square Capital Partners, which re-named the company Cadence Aerospace and moved its headquarters from Everett to Southern California.

“For a long time now, the Giddens operation has been owned by investors more interested in buying-and-selling companies than in investing in the people who make these companies successful,” Cote said. “Without a union to speak up for them, they’ve become numbers on a spreadsheet, instead of people with families of their own, and goals and dreams for their futures.”

That fact became crystal clear earlier this year, Cote said, when Cadence management called an all-hands meeting at Giddens, where they congratulated the workforce for being the most-productive in the Cadence group, and said the Everett operation was the corporation’s most-profitable.

Then they announced that they were freezing workers’ wages and eliminating their 401(k) matches, Cote said.

Cadence Aerospace-Giddens Election

3:30 to 5 p.m., May 14
2300 Merrill Creek Parkway
2600 94th St. SW

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URS OKs strike sanction

Above, Machinists who work for URS Corp. at Whidbey Island Naval Air Station count ballots following their strike sanction vote, which got a 90-percent “Yes” vote. Talks on a new collective bargaining agreement are set to begin in June for more than 200 union members who maintain EA-18 Growler electronic warfare jets for the U.S. Navy.

Forging ahead at Jorgensen

Continued from Page 1

• Continuation of the medical coverage and 401(k) matches that workers had previously.

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Union members at Jorgensen Forge, who rejected April 9.

Jon Holden. “This was their first experience with union contract negotiations, and they’re inspectors who certify the work done by machinists don’t work closely enough with them to create the “community of interest” required under labor law.

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There are close to 75 Machinists Union members at Jorgensen Forge, who forge everywhere from propeller shafts used in ships and submarines to parts used in the aerospace, maritime and drilling industries. Their products are created from stainless steel, aluminum, titanium and other metals.

“I’m really proud of our brothers and sisters at JFC,” said IAM 751 President Jon Holden. “This was their first experience with union contract negotiations, but they worked together in solidarity and the result was a better contract, and the best economic gains these workers have seen in nearly a decade.”

Two new stewards at AIM

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IAM 751 Organizing Director Jesse Cote briefs workers from Cadence-Giddens during a meeting at the Everett Union Hall.

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Everett steward’s action improves safety in parking lots

One of the most dangerous places at every Boeing plant is a location few people give any thought to – the parking lots.

The Everett site parking lots have become increasingly hazardous with more than 35,000 workers vying for limited parking spaces each day among ever-changing construction obstacles, new blind spots, less-staggered start times and fewer ways to exit.

While most give little thought to coming and going, it’s time for everyone to be more aware of the dangers to each person is proactive in ensuring they are visible, remain in crosswalks and use provided walkways.

John’s SHEAR filing pointed out that pedestrians were being hit by cars, but nothing was being done to prevent it or reduce the risk. Low visibility at start and end times were factors, as well as the fact there were no pathways for folks to walk safely to their vehicles.

Nine people at the Everett site have been hit by cars in the past six months – with three being hit after the SHEAR was filed. The SHEAR drew attention to the issue, spurring action to make the parking lots safer.

A new pathway was created after Scofield filed a SHEAR form requesting action after a number of workers were hit by cars in the parking lot.

Renton stewards step up for members on P-8

Cabe. “It is not an easy job and often a thankless job, but they perform a vital service. I appreciate their diligence and attention to detail.”

In yet another instance, a manager asked a friend to see who could work overtime. Rather than go to the crew that performed the work during the week, he asked a friend from another area, which was clearly a contract violation. Again, once the stewards pointed out the contract had not been followed, the members that should have been asked were paid for the overtime.

Even beyond contractual issues, stewards are a great resource. Ismael recently resolved parking lot violations for several members to ensure they did not result in corrective action.

After seeing the violations, he went and took pictures of the alleged moving and parking violations. The photos showed there were no signs posted or that changes had been made to the area. The documentation proved his point and the violations were removed. In fact, his documentation even got a Boeing HR rep out to investigate.

The accidents are traumatic for everyone involved. John added, “not just for the person who gets hit, but the employee driving the car.”

Because accidents in the parking lot occur off the clock, they are not considered an industrial accident. Therefore, the driver is responsible for any medical bills for the injured party – causing stress and grief for that employee, as well.

The new pathway is a pilot program and may result in additional changes to the other lots throughout the Everett property.

“This SHEAR is not unique,” said Business Rep Dan Swank. “This is an issue in all Boeing parking lots. Recent construction has created blind spots and other risk factors. Everyone needs to be more cautious getting in and from their vehicles.”

Oaths of Office

Near right, District President Jon Holden swears in Rachel Surayavsky as a District Council alternate representing Local A.

Far right, Local A President Lester Mallen swears in Cameron Griffis as a Local A auditor and Matt Hardy as Local A’s representative on the District Audit Committee.
There are a lot of needs in our communities, and District 751 volunteers are always there to meet them, said District leaders of service agencies.

“One thing I learned in my first six months on the job is how impressive IAM 751 volunteers are,” said Betty Welsh, who recently became the labor engagement manager for the United Way of Snohomish County.

“You have been answering the call for help at Toys for Tots, the Let- ter Carriers food drive, peanut butter drive, ramps and so much more,” she said. “Thank you for stepping up to volunteer and help us.”

Welsh was among the community leaders who spoke April 11 as the MVP Committee held its annual banquet to honor the union’s top volunteers.

In all, MVPs took part in 462 community outreach events in 2014, while also supporting eight Guide Dogs for America fundraising events. In all, the volunteers gave 14,585 hours of community service last year.

“Volunteers prepared and served meals on 234 days at homeless shelters in Everett and Tacoma, and spent 160 afternoons helping sort and package donated food at Northwest Harvest’s warehouse in Kent. Volunteers also built 16 wheelchair ramps in 2014, and took part in events sponsored by Toys for Tots and the Salvation Army, along with three different food drives. Representatives of several of the organizations that have benefitted from the MVP’s work came out to thank the union volunteers.”

“I am proud to be part of the Machinists Union, said Sean Armentrout, the vice president of community education for the United Way of Snohomish County. “You do incredible work and are great representatives of this community.”

Along with their time and energy, the MVPs give something else that’s crucial, and that’s love, said Mike Johnson, the executive director of The Rescue Mission in Tacoma.

“We are all born into a union,” Johnson said. “It’s a family.”

However, not all families are united or strong, Johnson said, and many of The Rescue Mission’s clients are escaping from “horrid” situations.

“You help every weekend to make these people stronger,” Johnson told the MVPs. “You’re giving your love, and it is incredible.

“We are not content to see people waste away and die,” he concluded. “Together, we can reduce the number of problems and help people beat them.”

District President Jon Holden praised the MVPs, saying the service they give to our communities “represents the best of what trade unions are about.”

“Some of our retirees have been doing this volunteer work for decades,” he continued. “Our union is committed to improving the lives of those in our communities. Our volunteers do that in a very real way.”

“The Machinists’ way is to take care of others,” said Cheryl Hurst, a community advocate who has worked with the MVPs on several projects, including this year’s successful diaper drive to benefit the young children of women living in domestic violence shelters.

“You stepped up,” Hurst said. “And delivered.”

Flight for Sight run set for June in Everett

Participants in this year’s Flight for Sight fun run and walk will have a new course to challenge them.

“The construction at Boeing’s Everett site means that we’ve had to come up with a new route,” said Grace Holland, who is chairwoman of the Women’s Committee at Machinists Union District Lodge 751, which sponsors the race. The 14th annual Flight for Sight will be June 6 at District 751’s Everett Union Hall, 8226 Airport Road. Registration will be from 7.30 to 9 a.m. on that Saturday. Chip-timed racing on 5K and 10K courses will start at 9.30 a.m. A non-competitive 1-mile walk will start at 9.45 a.m.

This year’s races will depart from the union hall, then cross over onto Boeing Co. property and then head along Paine Field before returning to the union hall. The courses will be certified by USA Track & Field. Registration, which includes a t-shirt, costs $30 in advance or $35 on the day of the race. Registration forms are available online at www.FlightForSight.com.

Evans honored for service with Bill Johnson award

Local F President Robley Evans is this year’s winner of the Bill Johnson True Trade Unionist Award, in recognition of his service to our union and our communities.

The award is given annually to a union volunteer who gives freely of his or her own time and resources without any expectation of getting anything in return.

It is given in honor of the late Bill Johnson, the former District 751 president who created the union’s community service program in 1997.

Evans was cited for his service as the former chairman of the Machinists Volunteer Program Committee, as well as his past leadership on the board of directors of the Employees Community Fund of Boeing Puget Sound, the employee-run charity at Boeing.

Evans has also volunteered for a number of organizing drives and other union activities.

“His tireless devotion to helping others through organizing and volunteer work inspires many more members to get involved,” wrote Andrew Dennis, an Everett union steward who nominated Evans for the award.

Evans is a reclamation operator at Boeing’s Auburn plant.

Top volunteers were honored at the MVP Committee’s annual banquet. Back row: Robley Evans, Jim Hutchins, Adrian Canizares, Rob Currar, George Braun, Brenda Brummer, Rob Currar, Julie Braun, Susanna Thomas. Front: Shelly Mallen, Chanie Klinesmith, Lily Latugen and District President Jon Holden.
IAM 751 MVPs continue to build better communities

District 751 MVPs continue their community service work in April in a variety of ways. (Clockwise from right) Volunteers built a wheelchair ramp for an Auburn family; North-end MVPs cleaned up along their adopt-a-road site in south Everett; MVPs in Tacoma helped refurbish toys at the Toy Rescue Mission; volunteers helped Puyallup-area homeless people through Project Homeless Connect; volunteers prepared and served breakfast at The Rescue Mission in Tacoma; and others helped Seattle homeless people at the Community Resource Exchange.

Volunteers to help stamp out hunger

District 751 volunteers will once again help the National Association of Letter Carriers pick up and unload food donations during that union’s annual Stamp Out Hunger food drive on May 9. Volunteers are needed in King, Pierce and Snohomish counties. Here’s how you can help:

King County
Go to the Food Lifeline web site to see choices and sign up: https://foodlifeline.org/stamp

Pierce County
Emergency Food Network is the contact for Pierce County: To register for a volunteer position call Merrit Reed, volunteer coordinator, at (253) 584-1040 or email volunteer@efoodnet.org

In Pierce County, two groups of volunteers are needed. Volunteer Driving Teams of two or three volunteers – one driver, and one or two assistants to pick up food -- will drive around assigned neighborhoods to pick up donated food from 10:30 a.m. to 12:30 p.m. Maps of the routes will be provided. Volunteers need to provide their own vehicle. Pickups or SUVs are preferred (volunteers with cars need to be prepared to make more drop offs).

Five teams will be needed in south Tacoma, three in University Place, two in Fife and two in Proctor.

Volunteer unloaders will be needed to help unload food once it has been picked up and delivered to Post Office branches between noon and 5 p.m. Volunteers need to be comfortable being on their feet and lifting 15-pound bags of food repeatedly.

Ten volunteers are needed in University Place, three in Fife and two in Parkland.

Snohomish County
We are coordinating with United Way of Snohomish County to help at the Main Post Office, 3102 Hoyt Ave. To sign up for this location contact Kay Michlik at the Seattle Union Hall at kaym@iam751.org or call (206) 764-0335.

Ten volunteers will be needed from 11:30 a.m. to 2:30 p.m.; 12 from 2:30 to 4:30 p.m. and 15 from 4:30 to 6:30 p.m.

Last chance to give to peanut butter drive

The friendly competition to see who can help feed the most hungry children this summer is nearing an end.

District 751 is taking part in two union-sponsored drives to collect peanut butter for local food banks. The drives end on May 11.

Peanut butter collected at the Auburn, Renton and Seattle union halls will go to the Pierce County Central Labor Council, which will pool all the peanut butter collected by unions in Pierce County and give it to the Emergency Food Network, which supplies 60 food banks in the greater Tacoma area.

Peanut butter collected at the Everett Union Hall will be contributed to the Snohomish County Labor Council’s second annual peanut butter drive, which benefits Volunteers of America’s Everett Food Bank.

The group of Machinists who collect the most peanut butter will get “bragging rights, and the knowledge they are helping feed hungry children in their community this summer,” said Terri Myette, who is one of the focal for the District 751 effort.

Peanut butter is an excellent source of protein with a good shelf life, Myette said. It’s also something that most children like, which makes it especially important for food banks in summer time, when children from low-income families no longer get free or reduced-price lunches at school.

Organizers encourage union members to buy union-made peanut butter brands like Jif or Adam’s, and to buy it whenever possible from unionized grocery stores, including Albertson’s, Fred Meyer, Haggen’s/Top Foods, PCC, QFC, Safeway or Thriftway.
Local F’s annual Unity Bowl bowling tournament to benefit the Machinists. Non-partisan Political League was April 19 at Secoma Lanes in Federal Way. A total of 100 people took part in the event, which raised more than $10,000 for the union’s political action committee. Clockwise from left, IAM 751 member Nelson Apostol prepares to bowl. Middle right: Tony Lenti was honored by District 751 and Local F officers for having the highest single-game score for men. Bottom right: Team Campos members show off their “We Tried” awards. Lower left: Joyce Wray was the high game winner for women. Middle left: Team Fire Ball members show off their trophies for winning the team competition over Team Ball Busters. Other individual awards went to Paul Marcello for high series score among men and Pam Johnson for high series score among women.

Not OK: Boeing double dips

Continued from Page 3
June Robinson, D-Everett – would address that by requiring Boeing to maintain its total Washington state employment at the November 2013 level of 83,000 people, or see the amount of tax break it receives reduced.

In addition, District 751 and SPEEA support House Bill 1786, which would require all Washington state aerospace companies to pay experienced workers at least the state’s median wage – currently $19.67 an hour – or give back their tax breaks to help fund services for the working poor.

The University of California-Berkely calculated that Washington state citizens pay more than $993 million a year to provide food stamps and other public assistance to people whose jobs don’t pay them enough to live on.

Opinion: Accountability should still be priority

Continued from Page 3

breaks.

House Bill 2147 would change that by refocusing Boeing’s tax breaks on job creation. Although the bill may now be moving into “missed opportunity” territory as the regular session comes to a close, it’s still important to shine a light on why Washington state needs such a bill. The bill would help protect Washingtonians who work for Boeing by requiring the company to actually do its part to maintain and grow its workforce in Washington state or risk losing its tax subsidies. It ties the tax breaks directly to the number of jobs located in Washington state.

Essentially under the bill, Boeing’s tax breaks would be gradually reduced if its Washington-based workforce falls below November 2013 levels. For every 250 jobs below that baseline, its preferential business and occupation (B&O) tax rate would increase by about 2.5 percent. The preferential rate would disappear completely if Boeing employment falls 5,000 below the November 2013 baseline. The company’s tax credits would similarly be reduced as employment falls.

If the 2015 legislative sessions end without the passage of the bill, Boeing will continue to claim more than $300 million per year in preferential business tax rates, business tax credits, and sales tax breaks until 2040. That’s no matter how many (or how few) workers it employs in Washington state.

A 2014 Legislative Auditor economic analysis vividly spelled out the dangers of failing to act on this important measure. It found that in order for state aerospace tax breaks to have a net positive impact for the state economy, Boeing would need to make continuous investments in Washington state. A one-time investment in a new facility doesn’t cut it. That’s because the tax breaks for Boeing filter state money away from other investments that help build a strong state economy. They reduce the resources available for things like public schools and colleges, infrastructure, and public safety.

In other words, the tax incentive’s current structure doesn’t only mean that the company can keep reducing the size of its workforce in Washington; it also means taxpayers are subsidizing a multi-billion-dollar corporation at the expense of the well-being of our communities.

We all want a thriving aerospace sector and the growth of good, living-wage jobs in our state. House Bill 2147 would help ensure that outcome by encouraging Boeing to make a firmer commitment to Washington. Although the 2015 regular legislative session is ending, policymakers could still revive this bill during the special session. It’s an important piece of legislation that would be worthy of such a bold move by our elected officials.

Andy Nicholas is a senior fiscal analyst at the Washington Budget and Policy Center in Seattle. Learn more by going online at www.BudgetAndPolicy.org.
Forum focuses on senior issues for all

The White House Conference on Aging occurs every ten years to develop solutions to challenges that older Americans face. This year, the White House is holding a series of regional events leading up to a conference in our nation's capital. While a limited number of people can attend the official invitation-only events, the Alliance for Retired Americans is holding companion forums in cities across America.

On April 2, the White House held its official event in Seattle, which was attended by 751 Retired Club President Jackie Boschock. This meeting was with Nora Super, the Executive Director of the White House Conference on Aging and Elisa Walker, Special Assistant to the Social Security Administration’s Deputy Commissioner for Retirement and Disability Policy. Jackie and others discussed with these high-ranking officials the need to expand Social Security and Medicare benefits, as well as ensure pensions are protected.

While the official forum was taking place in downtown Seattle, an open forum was held at the 751 Seattle Union Hall to educate and mobilize seniors and concerned citizens. This open forum was designed to attract additional publicity and ensure the White House hears about the retirement security crisis, and the importance of Social Security, Medicare, Medicaid and defined-benefit pensions.

Many retirees and concerned citizens that gathered at the 751 Seattle Union Hall focused on a topic that should be of concern to all Americans: Real Retirement Security Now. The forum allowed open discussion on items related to retirement security and provided an avenue to make recommendations to the White House. Discussion covered essential programs like defined-benefit pensions, Social Security, Medicare, and Medicaid. Speakers included District 751 President Jon Holden, Greg Devereux, Executive Director of the Washington Federation of State Employees, AFSCME Council 28, and Ann Widdger, Director of AFSCME Retirees.

This year provides a unique opportunity to highlight this ongoing crisis because it is the 80th anniversary of Social Security and the 50th anniversaries of Medicare and Medicaid as well as the White House’s decennial Conference on Aging. Even in this milestone anniversary year, Social Security, Medicare and Medicaid are under attack like never before. Now is the time for retired Americans to join the fight for real retirement security.

Retiree Club April business meeting minutes

The meeting was called to order on April 14 by Vice President Helen Lowe. Lucia Raum said a prayer followed by the flag salute and singing of God Bless America.

Roll Call of Officers: All officers were present except for President Jackie Boschock who was attending the State Seniors Citizens Lobby in Olympia.

Helen Lowe suspended the regular order of business to introduce Max Brown, Campaign Manager of the Yes on Public Safety! Approve King County Prop 1. This is a levy to replace the outdated emergency radio network used by our emergency responders in all 39 cities and the unincorporated parts of King County. Discussion followed: everyone agreed it was necessary to update the system but some expressed their displeasure that the upgrade would be paid for by a property tax.

Minutes: It was M.S/P to approve the February and March minutes.

Financial Report: Tom Lux gave the report. The report was M.S/P.

Communications: John Guevara spoke about Tax Day on April 15 and urged people to call regarding the upside-down tax structure.

Health and Welfare: Helen Pompeao gave the report. A sympathy card was sent to Lester Steele. Helen also read the names of the following members who have passed away during the last several months but the union was just recently informed of their passing: Edith Beasley, Mary Bondy, Leo Buettner, Edward Beauty, Kathleen Eisel, Teddy Ford, Larry Green, Charlie Griffin, J. Lillian Johnson, Loren H. Jones, Thong Le, Ronald Long, John Malone, Eleanor Merritt, Richard Meyers, Leonard Signani, William Stevens and Dolores Thomer. A moment of silence was observed for all of the above.

Legislative Report: Carl Schwartz noted reports from the state legislature indicate difficult exchanges between the state Senate (Republican controlled) and the state House (Democrat controlled). The Senate has killed proposals to raise the minimum wage and paid sick leave. They also blocked a bill to improve safety for health care workers. The transportation proposal would add 11 cents to our gas tax to meet a wide range of transportation needs, but the Senate wants to use that to build a ban on even considering limiting carbon emissions. The state legislature is supposed to complete their work this month. The state budget, which is its primary function, is still not firm ed up. There is a capital gains tax proposed by the Democratic Party to help fill the gaps in the state budget.

In the “other” column, there are proposals to actually improve the cost-of-living factor of Social Security. Another proposal would allow the post office to do some banking functions for people who do not have ready access to banks. The post office is conducting a study.

Hillray Clinton announced her decision to run for US President Sunday, April 12. The union will evaluate all candidates before taking any action.

Health & Benefits Report: None


President’s Report: Helen Lowe announced that May is Senior Citizens month. In honor of that Jackie Boschock is looking into offering a program on senior safety including CPR and fall prevention.

Helen said she attended the Machinists Volunteer Program banquet on April 11 and retirees were honored including George Braun, Vennie Murphy and Jim Hutchins. George volunteered 1,568.5 hours last year and 5,149 hours total over the past several years. He earned President Obama’s Call to Service Award. Vennie volunteered 1,650 hours and Jim volunteered 238.5 hours. Helen thanked them for their volunteer efforts.

Good & Welfare: John Guevara said it is important to read the opinion page of the newspaper to keep informed. He touched on several topics including the disparity in wages between men and women, discrimination against blacks and the nuclear arms agreement with Iran. Max Templin spoke about an article in the AARP magazine about a lady who almost lost her home because she didn’t pay her property tax on time and didn’t realize she was being charged a late fee and interest until the amount had grown well beyond what she could afford to pay. If you own your home make sure you don’t have any late fees accumulating.

April birthdays included: Jim Hutchins, Helen Mah, and George Braun. Jan Egger (2nd from right) celebrated his anniversary to wife Connie (not pictured).
**FREE WANTS FOR MEMBERS ONLY**

**AUTOS & ACCESSORIES**

1970 CAMARO TAIL LIGHTS for left and right side complete with housing good condition. $65 for both, or $35 each. Call 253-205-2272. Corvette tail light lens excellent condition $18. Chery Bell housing #1406067. I can email you pictures. Call Bruce 360-243-3346. $18. Chevy Bell housing #14060627. I can email you pictures. Text 305-1250-1250. Call 206-549-3444. **PROPERTY**

2001 DODGE CUMMINS TURBO DIESEL, Exc. condition. 148,000 253-732-1984

**HOUSING MISCELLANEOUS**

O’NEILL WET SUITS youth size 12 and 14. New condition, never worn. $40 each. 253-315-3575

**SPORTING GOODS**

**NEW BUSINESS:**

Old Business:

Meeting adjourned at noon.

**VEHICLES**

**RECREATIONAL VEHICLES**

2009 CHEVY TRUCK t/towing pkg. HD-4WD, 6 cylinders, alloy wheels, cloth grey interior, super clean condition. 115K miles $10,000. 425-802-3047

2007 HARLEY DAVIDSON Road King Classic 96clic 1151 speeding28,000 miles. New blue pearl paint. You can pick it up on two different seas and 2 different wheels, 10$200-206-206-6564

**RETIREE CLUB meeting minutes**

Continued from Page 9

Tom Lux spoke about the Pacific Northwest Labor History Association conference on May 1-3 at the Double Tree Hotel in SeaTac. Brochures are available at the back table. You can join the association for $25 per year. He is running for president of the association this year and could use your support.

Old Business: None.

New Business: None.

New Members Welcomed: Scott Southard shared a bit about his time at Boeing, including that he was a union steward. Newer member Cambouk also spoke briefly about job opportunities for those who represent airlines in the plant. If you are interested, he can provide more information.

Bibliography:

George Braun, Jim Hutchins & Helen Mal. Jan & Connie Egger celebrated their 42nd anniversary. The Club sang Happy Birthday to them.

John Pompeo won the drawing for the Fred Meyer gift card.

Meeting adjourned at noon.
After 24 years of marriage, Joe and Jane found themselves at a crossroads when their children were about to leave the nest. They were facing a major financial decision: whether to move to a smaller home or continue living in their current residence. The size of the mortgage can affect your income plan, such as health care costs, risk tolerance, market and economic realities, inflation, and taxes. Few couples have considered all these elements before consulting a financial advisor. Your Financial Advisor can suggest ways to integrate these considerations into your joint retirement investment plan. You may walk out of the session with new knowledge that can make a difference in your financial future. Joe and Jane hired a Financial Advisor to help them discuss their options. They discovered that their retirement priorities were different, and they needed to start discussing them well ahead of their retirement. For example, if you’re in the market for a new home, decisions about where you live, and how you ideally would fill your days during retirement. The answers to those three questions in particular can affect major financial decisions you make as a couple throughout your marriage, so it’s best to start discussing them well ahead of retirement. For example, if you’re in the market for a new home, decisions about how much to spend and how long you’ll stay there may change when viewed through the lens of retirement. It may make sense to economize on a house you intend to occupy only until your children are through grammar school, or to invest more heavily in a lifelong residence. The size of the mortgage can also affect how much you contribute to retirement savings, as well as whether you enter retirement carrying debt. Buying a home is just one choice into which retirement can factor. Responsibilities to family, such as paying for education or caring for older relatives, can influence your plans too,” Peterson says. And just as circumstances beyond your control. For example, if you’re in the market for a new home, decisions about where you live, and how you ideally would fill your days during retirement. The answers to those three questions in particular can affect major financial decisions you make as a couple throughout your marriage, so it’s best to start discussing them well ahead of retirement. For example, if you’re in the market for a new home, decisions about how much to spend and how long you’ll stay there may change when viewed through the lens of retirement. It may make sense to economize on a house you intend to occupy only until your children are through grammar school, or to invest more heavily in a lifelong residence. The size of the mortgage can also affect how much you contribute to retirement savings, as well as whether you enter retirement carrying debt. Buying a home is just one choice into which retirement can factor. Responsibilities to family, such as paying for education or caring for older relatives, can influence your plans too,” Peterson says. And just as circumstances may change, too, can your retirement savings. As in the example of Joe and Jane.

Taking the Long View

Uncovering such differences and deciding how to handle them is a critical early step to building a retirement income plan for both partners. During this first stage, your Financial Advisor will ask each of you key questions, such as when you want to retire, where you’d like to live, and how you ideally would fill your days during retirement. The answers to those three questions in particular can affect major financial decisions you make as a couple throughout your marriage, so it’s best to start discussing them well ahead of retirement. For example, if you’re in the market for a new home, decisions about how much to spend and how long you’ll stay there may change when viewed through the lens of retirement. It may make sense to economize on a house you intend to occupy only until your children are through grammar school, or to invest more heavily in a lifelong residence. The size of the mortgage can also affect how much you contribute to retirement savings, as well as whether you enter retirement carrying debt. Buying a home is just one choice into which retirement can factor. Responsibilities to family, such as paying for education or caring for older relatives, can influence your plans too,” Peterson says. And just as circumstances may change, too, can your retirement savings. As in the example of Joe and Jane.

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Volunteers from Seattle help with committee's first effort

Local 86 Machinists have built their first wheelchair ramp, spreading a proud tradition started by District 751 volunteers in Seattle nearly 20 years ago. “The ramp turned out beautiful,” said Local F President Robley Evans – a veteran ramp-builder -- who traveled from Seattle to Spokane to advise the Local 86 volunteers. “We gave them a ton of advice, and they’re going to be able to build quite a few.”

On April 18, 15 IAM 751 volunteers – 13 from Spokane and two from Seattle – built the ramp at the home of the Kindsvogel family in Spokane Valley. Their teenaged son, Alex, has been confined to a wheelchair since he was 3.

The family had a wheelchair ramp in their home, but Alex had outgrown it, Liana Kindsvogel told KREM-TV in Spokane Valley on April 28. The event is a thank you to Machinists who work at a Hanford site in favor of the workers, said Ken Howard, District 751’s staff assistant for Eastern Washington.

“This was not just a win for Joe or for us as a Machinists Union,” Howard said. “This was a win for all Hanford instrument specialists who may get transferred in the future.”

Local 86 Machinists build first wheelchair ramp

Local 86 Machinists built their first-ever wheelchair ramp on April 18, for a Spokane Valley family who had been carrying their wheelchair-bound teenaged son up their front steps. The ramp-builders included two long-time members of IAM 751’s Seattle-based Machinists Volunteer Program, who advised their Local 86 brothers on the project.

A Hanford WRPS contractor has agreed to change its layoff procedures for all union workers as the result of the settlement in an arbitration case brought by the Machinists Union.

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The contractor also has agreed to give laid-off union workers preference when it comes to recalls in the future. These favorable developments for Hanford workers are the result of a grievance filed by a Local 51 union steward in March 2014.

“We’ve been waiting for this answer for more than a year,” said Don Giese, local Machinists Union’s health & benefits Rep Garth Luark – both long-time members of the Machinists Volunteer Program Committee at District 751 – volunteered to go to Spokane to help train the Local 86 team.

The Machinists ended up building a 26-foot ramp, with one 90-degree turn, in the Kindsvogels’ garage. They also moved shelves from one wall to another to make more room for the ramp.

When MVPs do wheelchair ramp projects, they asked the family receiving the ramp to pay for materials while they do the design and construction for free.

In this case, that lowered the cost to the Kindsvogels from somewhere between $3,000 and $4,000 to less than $300, the family said.

“It’s sometimes overwhelming how much medical equipment can cost,” Liana Kindsvogel told KREM-TV. “This has just been an amazing gift.”

The Local 86 Machinists – who included a mix of truck mechanics, machinists and aerospace workers from various Spokane shops -- were quick learners, Evans said.

“Before we started, we didn’t know what we were doing,” he said. “We’re going to see some more ramp-building out of them.”

Warren said Local 86 officers have formed a standing committee to evaluate future wheelchair ramp requests, with a goal of doing at least one a year.

“Our guys are really excited to take on their next project,” he said.

For more information about IAM 751 wheelchair ramp projects, call the Seattle Union Hall at (206) 433-0135 or the Spokane Union Hall at (509) 534-9690.