This Auto Recall Is Good News

Members working in the vehicle maintenance shop got good news – nearly a third of the 27 members that were laid-off got recall notices in early September. The members were thrilled to be back on the Boeing payroll. Mike Abbott, who had 14 years seniority prior to his lay-off, declared, “I really didn’t think I would ever be recalled...” He went on to say that it was probably my best year at Boeing. They are an outstanding group of workers that stand up for each other.”

Mike added, “I want to thank Maintenance Analyst Diana Reynolds for her work in putting together reports that show exactly the workload in our organization. She helped demonstrate the need for the recalls and truly continued on page 4

Union Action Improves Safety on the 737 Moving Line

By getting involved and taking an active role in problem solving, the Renton Site Safety Committee helped bring resolution to a problem that could have potentially impacted the health of workers on the 737 moving line. HSI Site Safety Committee member Pat Kinsella and Union Business Rep Zack Zaratkiewicz played an integral role in getting results. Pat helped bring all interested parties together and convinced Safety Health and Environmental Action (SHEA) to bring in an outside industrial hygienist to perform an objective analysis. Pat also worked to communicate with all affected employees, gather their input and see that they were kept informed every step of the way.

Zack educated management on the importance of running the analysis tests and the need to revise the production process. In addition, he made sure that no employees were disciplined if they refused to work in the area before the test results were in – this was covered by the imminent danger clause 16.5(a)(1) in our contract.

The issue arose when workers on the 737 moving line began feeling dizzy and nauseous as painters were applying the barrier coat to the area where the wings join the body. When the moving line was implemented, many procedures had to be changed to accommodate the new configuration and time line - the barrier coat painting was done in an isolated area. Because of the new schedule, this was no longer possible and was suddenly performed while mechanics and sealers were on other parts of the plane. While the painters had the correct personal protective equipment, those working on other parts of the plane were being affected by the chemicals of the barrier coat.

Several members mentioned their concerns. Union Steward Shawnee Lazzari took action to correct the situation and filed a SHEAR (Safety, Health and Environmental Action Request) form to elevate the matter to the proper level. A SHEAR form that resulted in new safety procedures.

7E7 Efforts Make Progress

Union efforts and those of Washington State paid off as we received word that Washington had made the final cut of potential locations to build the 7E7. Governor Gary Locke announced the news in September.

One thing is certain – Washington State would not still be considered without the tremendous effort by elected officials, community leaders, and our Union that brought much-needed revisions in the state (some that had been targeted for change for many years).

Boeing CEO Phil Condit also acknowledged to reporters that recent efforts have helped our chances. “Some real progress has been made,” said Condit, who in the past has been publicly critical of the state for a lack of progress.

To keep the momentum of our campaign and public support going, the Union has scheduled a rally at the Auburn Union Hall on Friday, October 17 at 4 p.m. The rally is planned to coincide with the Boeing Board of Directors Meeting, where they may be discussing the 7E7. The event will again demonstrate committment to keep the momentum of our campaign and public support going.
Union Efforts Kept This State in Running for 7E7

by Mark Blondin, District President

Union efforts to build the 7E7 in Renton, State have made a difference. Governor Gary Locke delivered good news early in September by confirming that Washington State made the initial round of the selection process.

Boeing will make a decision by the end of the year, which gives us time to continue that momentum. The Union is planning a second “We Can Do It” rally scheduled for Friday, October 17. We hope to plan the event to coincide with the next Boeing Board of Directors meeting. A strong turnout will reconfirm that Boeing workers and the community want Boeing here long into the future. This rally will be held at the 751 Auburn Union Hall (201 A St SW) at 4 p.m. Participate and join the fight! 

One thing is certain – without the hard work of this Union and our members, the legislative changes required for Boeing to even consider placing the plane here would not have occurred. Without these efforts, Washington State would not still be in the running. Thanks to each member who took the time to phone or e-mail state officials, or attend or testify at legislative hearings. Your activities made a difference.

The “We Can Do It” campaign has helped turn public support on the importance of Boeing jobs to this region. Again, thanks to all that put up a yard sign, got permission to display a poster in a local business, talked about the issue with family and friends, wrote letters to the editor and the writer, and phoned, together, we know “We Can Do It.”

Keep up the good work and “We Will Do It” and hopefully get good news by the end of the year. All indications are that we are reaching the end of the layoffs. Current numbers are much lower than previous months. Boeing issued 27 WARNs in September to 751 members and laid-off 80 members. Approximately two hundred mechanics had their notices rescinded as Boeing decided to bridge the gap and reclassify those employees rather than laying off in these jobs codes only to recall them several months later when rate increases occur. A strong case was made in the vehicle maintenance shop to recall a number of their laid-off employees. Recall notices were sent in September and several are already back to work. When it was realized they had cut too deep, in stead of subcontracting the work, management did the right thing and brought back our skilled members. We continue to fight to preserve jobs for our members in Eastern Washington employed at Alcoa in Wenatchee. Senators Maria Cantwell and Patty Murray, the next Boeing Board of Directors meeting. A strong turnout will reconfirm that Boeing workers and the community want Boeing here long into the future. This rally will be held at the 751 Auburn Union Hall (201 A St SW) at 4 p.m. Participate and join the fight!

Again, watch for the mailings with a message such as Learn, Choose, Examine, etc.

Eligible hourly employees will be asked to make choices concerning their medical coverage between October 27 and December 5th. This special open enrollment was prompted because additional employees newly hired will go into effect in January; therefore, those impacted will have an opportunity to switch to the low-cost provider. If you are currently on the low-cost plan (Selections), you are not eligible to change plans during the regular open enrollment in May.

Boeing has developed a series of mailings leading up to the fall open enrollment period. They are easily identified by the large orange stripe with 2004 (see sample at right).

By breaking up the information into manageable pieces well ahead of time, people can be prepared, examine the data on doctors, determine if they want to utilize reimbursement accounts for tax savings, and make informed decisions on which medical plan to select.

In addition to the printed material that will be mailed, there are several new online tools to provide additional useful information that will be available beginning October 20. These tools include data on doctors and hospitals and online calculators to determine costs.

Members should have already received the first postcard entitled “Get Ready,” which advises employees to log on to the single health care plan’s Web site, get the necessary identification numbers on which medical plan to select, and determine their password for the “Your Benefits Resources” web site. If you forgot it, request a new one ahead of time so you will be ready. The mailing should reach members by the end of September.

The final mailing will confirm the enrollment choices you have made. If you make changes online, be sure to print out a confirmation from the computer, as well.

Again, watch for the mailings with the colorful orange stripe and read through the information carefully.

Union Will Rally in Auburn October 17 for 7E7

Union Will Rally in Auburn October 17 for 7E7

continued from page 1


District Lodge 751, International of Machinists and Aerospace Workers

Mark Blondin President, District Lodge

Gloria Millaps Vice President

Bruce Spalding Secretary-Treasurer

Kim Leufroy Sergeant-at-Arms

Larry Brown Paul Knebel

Tom Wrobleski Ernest McCarthy

Jackie Boschok

Emerson Hamilton

San Johnson

Larry Shreve

Larry Monger

Susan Palmer

Zack Zaratkiewicz

Union Business Representatives

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Union Business Representatives

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• 8729 Airport Rd., Renton; 425-355-8021
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Connie Kelliher, Editor

Member of The Aerospace Guild, CWA #37082

District 751 AERO MECHANIC ( ISSN 0894-7864, USPS 008-660) is published Monthly except Bi-monthly in December/August by Aerospace Industrial District Lodge 751, 9125 15th Pl. S., Seattle, WA 98108. $3.50 of the annual dues goes toward a one-year subscription to the Aero Mechanic. $4.00 per year for non-members by District Lodge 751, International Association of Machinists and Aerospace Workers, A.F.L.-C.I.O., 9125 15th Pl. S., Seattle, WA 98108. Periodicals postage paid at Seattle, WA. POSTMASTER: Send address changes to District 751 Aero Mechanic, 9125 15th Pl. S., Seattle, WA 98108.
People Power Evident in Readon Campaign

State Senator Aaron Readon is one step closer to becoming the next Snohomish County Executive. Aaron won the Democratic primary spot in a tight race. Despite being outspent nearly 2 to 1, Aaron proved that people make the difference in elections. With such a low turnout in the primary election, every vote was important.

751 endorsed Aaron almost immediately after he announced his candidacy in May. Aaron has been a steadfast supporter of 751 and made family-wage jobs a top priority in every election position he has held. During the 2003 legislative session, he sided with 751 members. Aaron’s endorsement was quick.

“Thanks to help from many 751 members, their family and friends, Aaron was successful in the primary. 751 targeted the race as a top priority early in the summer and has had a steady stream of volunteers doing literature drops, phone banks, and yard signs for Aaron,” 751 added.

751 will continue to work with Aaron to help with his campaign throughout the November 2 General Election. If you would like to volunteer, please contact 751 at 751.aero.mechanic@hotmail.com or call Aaron at (425) 312-2700.

Aaron noted, “I have stood by the Machinists in their fight to keep jobs in our community and do their job. That is why I have been standing with 751 all along.”

751 member Ronnie Behnke is running for Snohomish County Executive. Members living in unincorporated King County have a chance to elect one of our own Union sisters – Ronnie Behnke. This devoted Union member is running for the King County Fire District 40 Commis-
sioner Position 5. The King County Fire District 40 serves Fairwood, Renton, Kent and Lake Youngs.

Ronnie noted, “This is a great opportunity to give back to the community. The Fire Department is the first call for any emergency situation, which requires that they have up-to-date equipment to protect the community and do their job.”

By serving as Fire Commissioner, I can help make my community a better and safer place to live.”

Ronnie was appointed to the open position in May and has been actively performing the duties ever since. As Commissioner, you help set policy for the district, negotiate contracts with fire fighters, purchase insurance and equipment and have fiscal responsibility to the citizens.

Ronnie has been a long-time activist in the Union and her community – always with the goal of improving the quality of life for others.

In the Union she has held numerous leadership positions including Local F Recording Secretary, District Council Director, Local F Trustee, and Local F Auditor. She has also served as chair of the Union’s District Legisla-
tive Committee for the past five years, which gave her practical experience in the political field.

But Ronnie’s commitment and dedication also extends to the community. She has been active in the PTA, in the 47th District Democrats, served as a BECNEF Trustee, and currently serves as a Trustee for the Renton Technical College.

Living in the area with Ronnie Behnke as your cast ballot.
Solemn Tribute to Remember 9-11

Throughout the Company, employees stopped to remember 9-11 and honor those who died in the terrorist attacks. Photo right: (L to R) Cheryl Peterson, Kelvin Weekly and Stephanie Regis led the crowd in song and prayer. Photo below: Employees watch the flag wave proudly as our symbol of freedom.

Members Recalled in Auto Shop

Continued from page 1

cares about her fellow employees.”

Recalls are very rare in today’s climate. Management in the vehicle maintenance shop realized the cuts had gone too deep and the workload was falling behind. Unlike many areas of the Company, the work there is not driven by airplane rates, but by the amount of equipment that must be maintained.

As maintenance work began to pile up, there were three possible solutions: recall members, subcontract some of the work or take equipment out of service. Demonstrating a commitment to their workers, management put together a case outlining the need for recalls. An argument, present it to their bosses and then work through the recall process. Management showed they cared about these members, who each had over 13 years on the job.

Manager Dale Broughton noted, “Every department in the Company had to cut heads since airplane orders are down. However, our workload and the number of vehicles we service doesn’t necessarily correspond to the right thing and recalled our members. Even though it might have been easier just to subcontract the work, management took the time to put together a convincing argument, present it to their bosses and then work through the recall process. Management showed they cared about these members, who each had over 13 years at Boeing.”

Jason added, “I tried to help in the effort by keeping a record of overtime hours, tracking work load, and auditing our backlog. Vehicle maintenance is important for the safety of other Boeing employees.”

Word of the recalls spread quickly as a Teamster business rep for the Safety and Health Department said, “I’m pleased Boeing did the right thing and recalled our members. Even though the workload was falling behind, the maintenance shop realized the cuts had gone too deep and the workload was falling behind. Unlike many areas of the Company, the work there is not driven by airplane rates, but by the amount of equipment that must be maintained.

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Two others were recalled to the shop in July to help with the workload, as well.

Baker Remembered for Commitment to Others

The Union lost a true friend and loyalist when Bill Baker passed away on September 14 after a prolonged illness. We will all feel the loss of Bill Baker and his commitment to District Lodge 751 and its membership.

Bill Baker began working for Boeing in 1953, and immediately became active in his Lodge (giving him 50 years of membership). He held the position of Business Representative for District Lodge 751 from 1977 until his retirement December 1, 1994. When he retired, he had the distinction of retiring as the longest serving Business Rep in 751 (17 years). Over the years, he was assigned to virtually every location and did an outstanding job wherever he was assigned.

But his years as Business Rep just scratch the surface of his commitment to District Lodge 751. Bill also served as Local 751’s President for two terms, and District Council delegate for three terms, was elected several times to attend Grand Lodge conventions, election chair, finance committee, delegate to the Washington State Machinists’ Council and Union Steward, just to name a few.

Before the 1995 contract, Bill had personally worked on the last seven negotiations. In fact, he was the first and only Local Lodge officer to ever serve on the negotiating committee while still working on the shop floor. Bill became an expert on the health and benefit package, which led to his appointment to the Benefits Subcommitteee in the 1974 negotiations (although he was still working in the shop).

More recently, Bill served as Vice President of the 751 Retired Club.

Bill enjoyed life and lived it to its fullest. His enthusiasm was contagious, his wit was razor sharp, and his dedication was without question.

Bill is survived by his wife of 42 years, Carolyn, their daughter Kim George, her husband Jim George and two granddaughters, Makayla and Maranda, as well as hundreds of friends who have grown to know and love him over the years. His presence will long be remembered at 751.

Attend a Sonics Game - Help with a Local F Fundraiser

At least $10 from every ticket sold generates money for the Local F Fundraiser. Proceeds to benefit Machinists Non-Partisan Political League (MNPL - the Union’s political arm). Simply return the order form and payment for a fun night at the Sonics.

Seattle Sonics vs. Memphis Grizzlies

Friday, January 9, 2004
Key Arena - 7:30 p.m.

Questions or need more info?? Please call Kay at 206-764-0340 or 1-800-763-1301, ext. 3340

To order tickets, please fax (206-764-0303) or mail order form to: Local F Sonics Fundraiser, Attn: Ronnie Behnke, 9125 15th Pl. S., Seattle, WA 98108. Make checks payable to: Seattle Sonics. Orders must be received by Dec. 15. Questions??? Please call Kay at 206-764-0340 or 1-800-763-1301

Name: ____________________________  Address: ____________________________
City: ____________________________  Phone: ____________________________

Day: ____________________________  Boeing Phone: ____________________________
Email: ____________________________  Please make checks payable to: Seattle Sonics

Credit Card: ____________________________  Card #: ____________________________
Exp. Date: ____________________________  Signature: ____________________________

Credit Card Options: MA MasterCard
Visa
AMEX
Diners Club

Specially reduced tickets. Pay No Service Charge. Orders must be received by December 15. Orders received by December 15 will be mailed to the above address. Orders after December 15 will be held at Will Call. Orders are filled on a first-come, first serve basis. No exchanges or refunds. Subject to availability. If there are no tickets remaining, the Sonics reserve the right to refund payment in full.

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#________ of tickets at $46 (lower level seats along the sidelines/corners) = $________
#________ of tickets at $24 (upper level seats along the sidelines/corners) = $________
TOTAL = $________
Riders ‘Roar In’ With Guide Dog Donations

On a sunny Saturday in September, over 50 motorcycles roared down the highway from Auburn to Everett to Snoqualmie to Seattle. The end destination was the Seattle Union Hall. There the bikes converged for the first annual Puppy Putt Motorcycle Run to benefit Guide Dogs of America. Many participants shared the event with others, as they carried passengers on the ride. James Franson even ventured to bring ‘Spike the Dog’ as his passenger.

Participants raised over $10,200 for Guide Dogs of America - making it the most successful fundraiser to date. And money was still coming in days after the event was complete. The bikes were as diverse as the riders themselves - Harley Road Kings, Yamaha Ventures, Hondas and even a Fat Boy.

Prizes were given in several categories. Doyle Sage’s classic bike captured oldest bike category with a 1972 Harley Davidson FLH. Barney Joe Baker won the best custom bike category, and retired Union Steward Dan Olson received the oldest rider award.

Special thanks to Jim Bearden, Dave Brumher, Kevin Mims, Hans Ulstein, Ron McGaha, Jim Kakuschke, and Terri Myette, who spent countless hours over the past few months organizing the event, coordinating the ride, recruiting prizes, and mapping out the ride.

Prizes ranged from motorcycle helmets and leather jackets to gift certificates, Husky football tickets and even a weekend at The Polynesian Resort at Ocean Shores. Nearly everyone who purchased a raffle ticket won at least one prize.

Organizer Jim Bearden noted, “Our committee is excited at the turnout and success for a first-time event. I give a lot of credit to the hard work of the committee and the many volunteers that turned out to help with the event. The rides from both locations were well laid-out - despite a little construction interference in Duvall.”

Bearden added, “I want to thank Brett and Diana Wilk, for acting as MC and providing music and entertainment for the event. I also want to thank the Hooters’ employees for their help drawing the winning raffle tickets. It was a great effort and we look forward to next year.”

All types of bikes adorned the Seattle Union Hall parking lot as participants waited for the raffle prizes.

Riders line up at the Everett start location to begin the trek to the Seattle Union Hall. Their route included a stop in Snoqualmie.

Taking Home the Prizes

Doyle Sage won the oldest bike competition with his classic 1972 Harley FLH.

Dan Olson took the oldest rider award and raised over $600 for the event.

After the ride, individuals cruised the parking lot to view the other types of bikes and vote for the best custom bike.

Left: Barney Joe Baker won best custom bike with his 93 White Glide Harley (below)

Above: People check out other bikes in the ride.

Photo left: Just one of the bikes with a custom paint job.
District Safety Honors Site Committee Efforts

Safety is one of the most important aspects of work, yet few give it much thought. However, a handful of Union members have fought diligently to constantly make the workplace and home environment safer. These are the individuals that make up the Union’s District Safety Committee. These individuals represent the IAM/Boeing Health and Safety Institute, Site Safety Committees from each plant location, and assigned Union Business Reps and staff that work on safety.

In August, the monthly District Safety meeting honored these individuals for their service to the membership. Service awards were broken into the following groups: 1-5 years of service, 5-10 years of service and 10 years or more (see chart for those honored).

In addition, the Committee presented two special awards. Dave Wilkinson (second from left) received special recognition for his efforts over the years. Dave recently stepped down to adhoc status on the Renton Site Committee. He is the most recent changed to adhoc status after serving over 10 years on the Renton Site Committee, was honored for his commitment to safety. In addition, Gayl Bailey, who served as an HSI Administrator since the program’s inception in early 1990, accepted a job at QTTP this year, was recognized for his contributions.

1-5 years Site Committee Award recipients: Greg Campos, Pat Kinsella, Gary Boulch, Cheryl Peterson, Paul Fox, Richard Frantsvog, Joe Crockett, John Carter, Jim Gillan, Brett Coty, and Otis Williams.

5-10 years Site Committee Award recipients: Bob Wolsky, Jim Schwalm, Byron Petit, Pat Augustin, Clifton W. Wight, John Lopez, Tom Plummer, Mark Little, Don Donovan, Ron Watson, Jeff Rose, Tracy Smith, John Foy and Jim Coats.

5-10+ years Site Committee Award recipients: Greg Campos, Pat Kinsella, Gary Boulch, Cheryl Peterson, Paul Fox, Richard Frantsvog, Joe Crockett, John Carter, Jim Gillan, Brett Coty, and Otis Williams.

Dave Wilkinson (second from left) received special recognition for his efforts over the years to promote safety. Dave recently stepped down to adhoc status on the Renton Site Committee.

751 Lifesavers Honored at Governor’s Safety Conference

As part of the Governor’s Safety Conference, Governor Gary Locke recognizes extraordinary action by everyday people who rescue others from life-threatening circumstances. This year, 751 had five members honored with this prestigious award: Joe Crockett, Lee Gotti, Gary Jackson, Paul Knebel and Santos Lopez. Thanks to each of their actions, someone is alive today who might otherwise have died.

Joe Crockett and Lee Gotti each saved a co-worker’s life at different functions where a co-worker began choking. Both properly performed the Heimlich and dislodged the food.

Santos Lopez pulled over when he saw a car and crowd of people on the side of the road. When he realized a man had cardiac arrest, he performed CPR until the paramedics arrived and literally saved his life.

Gary Jackson and Paul Knebel followed up on co-workers’ concerns when a very reliable member failed to call into work. They visited his home several times and finally convinced police to break down the door. They found the member lying on the floor where a stroke had left him paralyzed, unable to speak and severely dehydrated.

Their efforts saved his life. Congratulations to each of the heroes on their willingness to get involved and help others.

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Rodeo Allows Drivers to Demonstrate Skills

Like a real rodeo, the forklift rodeo at the Governor’s Safety Conference showcased the skills of the best forklift drivers from around the state. Drivers had to maneuver a tricky course, picking up pallets, barrels, and avoiding strategic cones on the challenging course. However, beyond just their skills and avoiding the cones, participants were also battling the clock.

751-member Doug Graham showed the expertise of nearly 19 years driving at Boeing, as he captured first in the individual competition. Yet we had other skilled drivers in the final round of competition as well. Shane George, who finished second in the regionals, also took part in the individual competition.

In addition to the individual competition, teams of three drivers representing various employers from around the state took part in a separate team competition. This marked the first time a Boeing team made it to the finals. The team consisting of Doug Graham, Shane George and Mike McAllister captured third place in the team category. Each has years of experience and skills. John Scott, who also competed in the regionals, served as the team alternate.

Although Mike is not currently classified as a forklift driver, he has had years of experience driving these machines throughout his 18 years at Boeing. Mike noted, “Forklift driving requires a certain touch. It takes time to learn and know the controls without looking at them. The skill comes with experience, which is something all of us at Boeing have lots of.”

Congratulations on a job well done.

Union Ensures Safety Is Built Into Process

Continued from page 1

automatically gets the Union Site Safety Committee involved in resolution. Once the SHEAR form was filed, Site Committee member Pat Kinsella immediately launched a full investigation and with the help of the IAM/Boeing Health and Safety Institute (HSI) convinced management to bring in an outside industrial hygienist to assess the situation.

Shawnee noted, “As Steward, I had heard a lot of complaints about the fumes and people not feeling well. Union Steward Rick Belden and I began asking a lot of questions and doing research on the chemicals being used. It became evident there were no set guidelines to ensure the area was safe. With the help of the Site Committee, the painters now have clear procedures they follow in preparation for the barrier coat painting.”

Union Steward Duane Parker, who supplies the barrier coat, noted, “The investigation provided us a checklist of preparation items that must be performed and every time the barrier coat is applied. Basically, by following the new procedures we make it an isolated paint booth, which makes it safe for other employees working in the area and stays within the production schedule of the moving line.”

New set-up procedures include installing a special curtain manufactured by our facilities employees, using a ventilation and heater to take out the fumes and pump fresh air back into the plane, installing vent boxes and air shields, using a heater/blower unit, and leaving adequate time for the barrier coat to cure.

Site Committee member Pat Kinsella noted, “Communication is key to resolving any issue. Once we determined the proper procedures, it was important to inform the employees of the changes. The new procedures are a start, but it is still a work in process. We see several other changes that should be made in the near future. The Site Committee will continue to monitor the situation and make sure the follow-up is done to the satisfaction of the affected employees.”

HSI Union Administrator Bill Stanley added, “Hazard communication, whether it be new materials, equipment or processes, is a vital procedure that should never be overlooked. It is far more efficient to make sure any planned changes are well communicated to all involved parties prior to implementation rather than wait for complaints or problems to develop. With the moving line, we are seeing issues that we haven’t experienced in the past due to the complexity of performing tasks concurrently in a compressed time allotment. We need to examine the health and safety ramifications with the same interest that is given to the production efficiencies. If the moving line concept is to be the future of aircraft production, we must be positive that we are paying close attention to the conditions that exist in this environment.”

The new protective curtain creates a makeshift paint booth on the plane, which helps alleviate fumes for other employees working on the plane.
Volunteers Needed for Cancer Walk

One in eight women will be diagnosed with breast cancer during their lifetime. In Washington State alone, more than 3,800 women will be diagnosed with the disease while another 700 will die in 2003. Chances are high that breast cancer will affect you or someone you know. The American Cancer Society has made significant progress against this disease, but needs help to do more. That is why they are sponsoring the second annual Making Strides Against Breast Cancer event on Sunday, October 5th. The 751 Women’s Committee is participating in this worthwhile event and invites all members, their family and friends, to join in the fun and walk with us. The non-competitive walk is 4 miles and will be held in Bellevue. Registration begins at 8 a.m. the walk will start at 9 a.m.

If you would like to walk along with the Women’s Committee or make a donation, please call June at 1-800-763-1301. This will be counted as two hours Steward volunteer credit under the eight-hour policy as directed by District President Mark Blondin.

Sign up for Making Strides Against Breast Cancer® and join a network of more than 400,000 people nationwide committed to combating breast cancer. Every dollar raised through Making Strides helps bring us one step closer to more effective prevention, detection, and treatment of the disease. Whether you can come join us on Sunday, October 5th, to raise money to help in the fight against breast cancer.
Retired Club Minutes
by Mary Wood, Retired Club Secretary

At the September 8th business meeting, Al Wydick called the meeting to order at 11 a.m. The Lord’s Prayer was said followed by the flag salute and the singing of “God Bless America.”

Call of Officers: All officers were present except Bill Baker, who was excused. Minutes were accepted as printed.

Communications: The Club received a letter from Ron and Charlotte Roller, who are one of the newer members that we’ve ever had. They were here every Monday rain or shine, most of the time coming by bus. A few months ago their family decided they needed to be in a nursing home, which was a good decision. Following is a letter from Ron and Charlotte Roller:

“Dear Members: Thanks for all those signatures of support for Charlotte and me. Charlotte is much better. Thanks to the Lord, as she was pretty bad for a while...”

New Members: The Club welcomed Ron Johnson and Trudy Mentula as new members.

Financial Report: The Financial Report was accepted as read.

Health & Welfare: Ill brothers and sisters this past month included: Verda Frazer, Robert Goodspeed, Norbert Husman, Willard Johnson, Thomas Cunningham, Orville Rushing, Jack R. White, Charles Eichison, Berle Brooks, Jean Dicken, Bernard Dvincezo, Elaine Loudenback, Mary VanWinkle. A moment of silence for the following members who have passed away: Gerald Browning, James Courtney, Harold Erickson, Carroll Gibson, Ralph Linn, James O’Connor, Coleman Paramore, Curtis Renaud, Robert Warner, George Wright. Sympathy cards were sent to the families.

Election of Officers: The Club elected the following officers by unanimous ballot (to be installed in January): President - Al Wydick, Vice President - Cy Noble, Secretary - Mary Wood, Treasurer - Betty Ness, Sergeant-at-Arms - Jim Hutchins.

Senior Politics

While the members of Congress have been at home for the summer recess, the grassroots campaign called: “Blow the Whistle,” sponsored by the Alliance for Retired Americans (ARA), has been active. A large crowd of seniors demonstrated against the Medicare bills (S. 1 and H.R. 1) in Banger, Maine; Clayton, Missouri; and Cleveland, Ohio chanting: “Hey, hey, ho, ho, we don’t want your HMO’s!”

These protests are focusing a lot of media attention on the Medicare bills and, according to Alliance Secretary-Treasurer Richard Kancianich, “As a result, we are beginning to see some movement by members of Congress...”

Call Today and Tell Congress Don’t Privatize Medicare

The Medicare prescription drug bills currently being debated in a House-Senate conference committee raise huge concerns for seniors.

First, the bills would privatize Medicare, not private insurers. In addition, the bills contain no provisions to bring down skyrocketing costs of prescription drugs and would put millions of seniors at risk of having no prescription drug coverage. Another concern with the proposed bills is employees can drop existing retiree prescription drug coverage for savings. The Alliance for Retired Americans does not support the House or Senate bills currently being debated. However, the Alliance does support a prescription drug benefit that is administered by and through Medicare, not private insurers.

Call your U.S. Senators and Represen- tative toll-free at 1-877-331-2000 and tell them not to privatize Medicare! The bills being debated by Congress will not help seniors.
The History of the WARN Act

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state, and local government entities which provide public services are not covered.

Employed employees entitled to notice under WARN include hourly and salaried workers, as well as managerial and supervisory employees. Business partners are not entitled to notice.

In a situation involving the sale of part, all of a business, or mass layoff, the following requirements apply. (1) In each situation, there is always an employer responsible for giving notice. (2) If a buyer by a covered employer results in a covered plant closing or mass layoff, the required parties (discussed later) must receive at least 60 days' notice. (3) The seller is responsible for providing notice of any covered plant closing or mass layoff which occurs up to and including the date/time of the sale. (4) The buyer is responsible for providing notice of any covered plant closing or mass layoff which occurs after the date/time of the sale. (5) No notice is required if the sale does not result in a covered plant closing or mass layoff. (6) Employees of the seller (other than employees who have worked less than 6 months in the last 12 months) or employees who work an average of less than 20 hours a week during the date/time of the sale become employees of the buyer immediately following the sale. This provision preserves the notice rights of the employees that has been sold.

The prospect of losing employment is never an easy transition. The stresses associated with the unknown can be overwhelming even for a 60-day advance notice. Nevertheless, in 60 days only has the time to examine potential options rather than having to make hasty decisions under the stress of immediate loss of employment.

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The History of the WARN Act

Continued from page 8

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Layoff was all too familiar for 751-member David Puki. By the time he received his WARN notice in July 2002, he knew it was time to look for a new career. This would be his third layoff from Boeing since he hired into the Company in 1973.

Rather than dwell on his nearly three decades in aerospace, David viewed the layoff as an opportunity to go in a different direction with his life. Immediately upon receiving his WARN notice, David turned to the IAM/Boeing Quality Through Training Program (QTTP) for help deciding his future. There, he took an assessment test, analyzed his skills and interests and with help from a QTTP advisor decided to enroll in a Trade Act program to become an automotive technician. However, his career plan went beyond the degree to envision a long-term goal to teach automotive in a high school or community college. Judging from his current status, he will excel in this field.

David noted, “This choice will provide a long-term future. People will always need to have their cars serviced, and it’s a job that can’t be subcontracted. As an automotive technician, I won’t have to drive to Everett to make a living wage. I can work at a dealership close to home.”

Once he decided on the program, he had just 22 days to get through the paperwork before fall quarter began at South Seattle Community College. QTTP paid for his first quarter tuition as he waited for Trade Act approval. Because he was registering later than many students, the introductory classes were full so he signed up for “Emissions”, which is one of the toughest certifications to obtain. David demonstrated his aptitude for the subject by not only getting a top grade, but passing the state test on the first try - something that is highly unusual.

David’s interest in automotive and teaching surfaced long before he received a layoff notice. While working second shift at Boeing, he had regularly volunteered at Mt. Si High School because his child was a student there and he enjoyed helping kids with their education. After assisting the Mt. Si Technology Center, Dave took on a role to help revamping of its auto shop as he envisioned a school-to-work program that would inspire students to pursue careers as automotive technicians. He spent at least 16 hours a week in the auto shop, dedicating many hours helping rebuild and repair most of the equipment there. He also participated in numerous Saturday career days.

Little did he know this volunteer work would play a significant role in determining his future. In addition to taking a full class load at college, David still manages to volunteer at Mt. Si High School, tutor disabled students, participate in community Service Days and maintain a part time job - not to mention being a single father of a teenager. Because of the restrictions of Trade Act, he cannot work more than 13 hours a week. Therefore, he volunteers as a tutor to help others, which provides him practical experience doing what he has learned in the college program.

David noted, “At Boeing, I primarily worked second shift so I could volunteer at school. It is so rewarding to help a child realize their potential and teach them something they can use their whole life.”

His positive attitude is contagious as he encourages others to follow their dreams.

Jim Adams, who runs the Mt. Si Auto Shop, stated, “David helped make this into a viable automotive program. He is generous with his time, recruited tool donations, personally bought and donated equipment, as well as spending countless hours researching curriculum and grants to fund equipment. He is always willing to share his skills and helped rebuild a lot of the machines so they are in working order for the students. He has made a tremendous difference in the lives of our students.”

Member Drives On to New Career

Laid-off member David Puki is well on his way to becoming an automotive technician; however, his long-term goal is to teach the subject. Above, at Mt. Si High School, he volunteers and shares his knowledge with students. He encourages others (active, laid-off or retired) to volunteer at local schools and share their knowledge.

751-member April Kramer, who was laid-off in December 2001, is literally ‘breathing’ a sigh of relief now that she has completed a two-year degree and is working as a Respiratory Therapist at Harborview Medical Center. Without her constant de-termination and commitment, she would not be where she is today.

Two years after her layoff from Boeing, April sorted through hundreds of education options and available schools. She chose her path by completing the required paperwork, and selected the Respiratory Therapist degree at Highline Community College. Unfortunately, the course began in the Fall Quarter. Not wanting to wait nearly a whole year to begin her training, April used her powers of persuasion to convince the instructor to make an exception and allow her to enter the program Winter Quarter 2002.

Because she had taken classes in the past, she had enough overall credits to get her degree and graduate with the class in June of 2003. By not taking too many hours, this impressive active ex-woman moved full speed ahead in a new career. “I am nothing, if not determined,” stated April. “I was devastated when I was handed a WARN notice in October 2001. I was worried that being part of the over-40 crowd would put me at a definite disadvantage when it came to going back to school and trying to learn a whole new career. I had to decide very quickly what I would do for the rest of my life. A friend suggested Respiratory Therapy, since I’ve always been interested in the medical field. After researching the option, I decided to give it a try.

That same spirit of determination helped her land the job at Harborview. During her training, she went on clinicals with the instructor and visited Harborview. She was intrigued by the fast-paced atmosphere and reputation for excellence of this well-known hospital. Initially she met resistance because she was brand new to the profession, but with her persistence and positive attitude, she prevailed and started work at Harborview the Monday following graduation. While she adjusted to the intense pressure of working at Harborview, she also managed to study for her 3-hour long state licensing exam, which she passed in July. She will now study for the National Registry Exam, which is in two parts and 6-hours long. We wish her luck and success.

April admits it wasn’t easy and had many complications. Since she was in the first layoff group following 9/11, there were times that people could not provide her with the information she needed to steer people through the process to qualify for Trade Act, Commissioner-Approved Training or even steps to direct them to the proper program. Turnover was a good description, as people scrambled to plan their future.

April kept faith and often turned to the IAM/Boeing Quality Through Training Program (QTTP) for answers and advice. While the QTTP advisors did not always have an answer readily available, they provided much needed support and assistance that got her through the tough transition period, as well as helping with other things throughout her training program. Since she started at Highline just two weeks following her layoff, Trade Act was not available and QTTP picked up tuition for her first quarter.

This was not April’s first experience with QTTP or her first layoff from Boeing. She was a Grade 3 working in the 17-05 Milling before getting laid-off in 1993. During that three-year layoff, she utilized QTTP’s Education Assistance to take machining classes at Renton Technical College. The effort paid off when she was rehired as a Grade 8 NC Milling Machine Operator rather than returning to the Grade 3 job. However, this time around she chose a whole new career field.

April noted, “I want to thank QTTP for making this stressful career transition a bearable experience. It’s nice to know there is a safety net of people there for me in these trying times.”

Since her layoff in December 2001, April Kramer has earned a degree in respiratory therapy and is working at Harborview Hospital in Seattle.