Boeing Expansion Is Good News for Puget Sound

In September, District 751 welcomed news that Boeing will be bringing work back and expanding its capabilities in Puget Sound. The announcement is a testament to the skills and abilities of our members and SPEEA members here in Washington State.

“We are glad to see Boeing re-investing in Puget Sound – especially after years of moving work from Puget Sound to outside suppliers. It obviously dispels the myth that Washington is not a ‘business-friendly’ state,” said District 751 President Tom Wrobleski. “We are optimistic this could signal a change in attitude and mean that Chicago finally recognizes the tremendous resources they have in their workforce here. Boeing should harness these talents every chance they get – it is why they have been successful through the years.”

While Boeing has yet to release specific details on the work, it has confirmed it will be expanding its manufacturing research center in Seattle and expanding composites work at the Auburn fabrication plant. Both expansions are to help Boeing increase its internal manufacturing capabilities and represent a significant investment in this region by the aerospace giant.

A large amount of the floor space in the 9.101 building has been dedicated to the F-22 program, which will be winding down at the end of this year. The plan is to transform much of that space into an Advanced Developmental Composites facility that will most likely initially focus on work for the 787-9 (a new derivative of the Dreamliner). Members in the 9.101 building were pleased to hear the Company was making capital investments and plans for tooling for Renton.

To increase the rate, Boeing spokespeople said the company will hire a few hundred more workers and invest in new tooling for Renton.

That part was good news for Machinists on the Renton shop floor, who over the past decade have seen a steady stream of announcements of plans to move Boeing manufacturing outside the company’s Puget Sound core – moves that have all too often backfired on the company’s Chicago leadership.

“That’s what I like to see – keeping it here, in house and in the Puget Sound area,” said Wade Balmer, a Renton inspector. “We want to see all our family and friends keep working.”

But the ramp-up is a real challenge that will only succeed “if we have enough people to support it and if we have enough parts coming in,” said Balmer, who said he remembers the disastrous production ramp-up earlier this year.

Rising to Record Rates in Renton

The Boeing Co.’s plan to increase production of 737s beyond its all-time record rate represents a real challenge – but one that Machinists can achieve. District 751 members working at Renton said: “It’s going to involve a lot of teamwork and a lot of cooperation from a lot of different people to make it work,” said Karla Kinsella, a waterstrider who works on the 737 line.

Boeing announced on Sept. 15 that it plans to start producing 38 737s a month, starting in the second quarter of 2013. The announcement comes on the heels of a previously announced plan to bump production to 35 a month in 2012, up from the current rate of 31.5 a month.

Increasing production is in response to customer demand for this plane,” Boeing Commercial Airplanes chief Jim Albaugh said.

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REPORT FROM THE PRESIDENT

Aircraft Assembly Instructor Wanted for Sno-Isle Skills Center

Last month, as we were celebrating this union’s 75th year in history, the Boeing Co. made two big announcements that will affect District 751 members well into the future: the plan to expand its manufacturing and R&D capacities in Puget Sound and the increase in the 737 production rates in Renton.

We’re still working on getting the details on both plans from the company to better understand what impact these moves will mean for each one of our members.

I’m quietly optimistic. It’s great to see Boeing growing its Puget Sound business again, after a decade where it seemed that the leadership group in Chicago was dead set on destroying everything we had built here together.

But a few things have become clear:

• First, Boeing’s outsourcing schemes – with the 787 in particular – have failed. We warned Chicago time and again that this would happen, only to have the company and the analysts tell us that we were wrong. So it was a big gratifying to read one analyst, who said flat-out that “the unions were right all along.”

• Second, it seems that the gang in Chicago is at long last (maybe) starting to realize what an invaluable resource it has in its members. This program for area high school students to learn the basics of aircraft assembly: you’ll never hear them say it out loud, but I will: Boeing couldn’t ramp up to 38 737s a month in Renton without us. They didn’t have a choice, because we prove our worth every day. It’s the Harvard MBAs who started to listen to the true experts – all of you who know how to get things done.

On a different topic, you’ll find a list of District 751 political endorsements in this month’s AeroMechanic, along with several stories about how we as a union have been active during the fall campaigns.

As a union, we decided to back these candidates and ballot issues after a long, thoughtful – and demonstrative – process. The District’s Legislative Committee is made up of representatives from each Local Lodge, who are union members like you. They met repeatedly, starting this summer, to study the issues and interview the candidates. They made their judgments based on one idea above all: Does this candidate, or this ballot measure, advance the cause of working people in our state?

After the Legislative Committee makes its recommendations, it reports to the District Council, which is also made up of union members. They discuss the committee’s recommendations, and then vote on the proposed endorsements.

In some cases, the District Council votes to make contributions to the candidates or causes we’ve decided to support. That isn’t dues money. All the money we give to campaigns comes from the Machinists Non-Partisan League, which gets voluntary contributions from members, or money raised through events like the Local 751-F bowler tournament and the 751-C Fall Golf Classic, which both were held in September.

We also recruit volunteers to make phone calls on behalf of candidates or causes, and to go door-to-door to talk with voters.

Why do we do this? The same reason Corporate America does – to elect political leaders and approve ballot measures that represent our interests, only in our case, that’s the cause of working families.

To that end, I’d like to call your attention to one candidate District 751 strongly supports, and one ballot measure we strongly oppose.

The candidate we support is U.S. Sen. Patty Murray. There is no stronger advocate for working people, she has been celebrating this union’s 75-year terms, and successful candidates will join the board in January 2011. ECF trustees visit nonprofit agencies, review grant requests and decide which programs will receive funds from ECF pooled funding dollars.

For more information about how to apply, employees may contact Colette Ogle at 206-544-9246 or Colette.j.ogle@boeing.com.
ROSSI: I-1082 Shouldn’t Count

Dino Rossi’s recent comments about whether the Pentagon should apply recent World Trade Organization rulings to the upcoming U.S. Air Force tanker bidding show he’s not ready to fill Patty Murray’s tenacious shoes in the halls of Congress, said members of the state’s Congressional delegation.

“If you have to clarify your answer on this one, you’re just not ready,” said U.S. Rep. Rick Larsen.

Larsen and U.S. Rep. Norm Dicks joined Washington labor leaders—including Machinists District 751 Legislative Director Larry Brown—in a Sept. 21 teleconference to discuss Murray’s move that day to introduce legislation in the Senate that would require the Pentagon to include the illegal subsidies that EADS has received as one of the bid criteria.

“You’ve had to compete against the treasuries of foreign governments,” she told the workers inside the factory. “I will not stop fighting for this contract till we win and win decisively,” Dicks said. “The 767 is the right airplane, this is the right time to win this competition and you’re going to do it.”

But it won’t end unless well-heeled voters continue to support the Democrats who back Boeing, warned U.S. Rep. Jim McDermott.

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Rossi: Illegal Subsidies Shouldn’t Count

Continued from page 3

can aerospace jobs from unfair European competition." She said the changes would target "a major job-creating project — the Air Force’s aerial refueling tanker contract — as a place where we can begin to restore fairness for our aerospace workers."

The amendment was co-sponsored by Sen. Sam Brownback, a Kansas Republican.

The three Congressional representatives said they supported the Murray/Brownback amendment and all three were sharply critical of Rossi, who had told editors of the Tacoma News-Tribune the day before that he saw no reason for including the subsidy issue in the tanker evaluation.

"Not as far as I’m concerned, no," Rossi said.

Rossi later backtracked from this statement, saying everyone had misunderstood his answer. He issued a statement saying he thinks the WTO findings on aerospace subsidies should be applied to the Airbus bid, but not Boeing’s. He also vowed to support Boeing by fighting against labor unions on questions like the Employee Free Choice Act — which, Dicks noted, "always comes to the point of including the subsidy issue in the tanker evaluation."

"Murray Fights for Us" was the message members brought to the Sept. 7 rally.

Murray attacked Rossi for accepting support from South Carolina Sen. Jim DeMint, who worked behind the scenes to lure Boeing’s second 787 line to Charleston. On the other hand, Buffenbarger praised Murray for her support of Washington’s aerospace industry, for at

I-1082: Good for Insurance Co.; Not for You

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Workers’ compensation insurance is there when you and your family need it. If you’re injured on the job, workers’ compensation pays your doctor bills and provides some income until you can work again. If passed, I-1082 would allow workers’ comp insurers to gain excess profits at the expense of Wash. state workers, small businesses, and taxpayers — by jack up premiums and delaying or denying legitimate claims, with little or no public oversight.

Facts to remember about Initiative 1082. No oversight. No regulation. No accountability.

• The Office of Financial Management estimates that I-1082 will cost state and local governments $250 million over five years.

• Under I-1082 insurance companies will be able to cherry-pick large and less risky businesses, then jack up rates for small businesses and leave them nowhere to turn. Meanwhile, the state would have to cover the high-risk occupations, driving the required risk-spread to keep prices lower, and burdening state taxpayers.

• I-1082 privatization will add a profit motive to our public non-profit system. Wall Street-based insurance companies like AIG (America’s biggest private workers’ compensation insurer) are driven by profit, not what’s good for you.

• Washington currently offers better benefits at a lower cost to employers than most states. Premiums are lower because 1) there is no profit in a public system 2) there are no commissions, brokerage, or marketing costs

and 3) a single insurer is able to capture economies of scale not available to private insurers in a competitive market.

• From 1999-2008, administrative expenses for Washington’s State Fund were 18 percent of total benefits. The national average for the same period is 68 percent.

• Not only do we have comparatively low premiums, the system’s costs to employers in Washington state is the fifth lowest of any state in the nation.

Workers’ compensation insurance has been called a “grand compromise” between workers and business owners that benefits both.

It is a no-fault, non-profit system that safeguards employers from lawsuits over job-related injuries, while providing medical insurance and partial wage compensation to injured workers.

Workers, comp, like Social Security, is a contract. The public has said to workers — those who put bodies and limbs at risk — that if injured you get compensated, and you don’t have to sue. For nearly 10 years, our state has grown with a public system that provides insurance coverage for employers and workers through the State Fund or through self-insurance for some of the largest employers. A recent study by Americans for Insurance Reform found:

• Over the 5-year period ending in 2008, the cost to private insurers to run their workers’ compensation systems in other states was more than 13% higher than Washington’s 4.7%.

• From 2004 to 2008, Washington workers received $1.29 in benefits for every dollar paid in premiums. By contrast, the private insurer payout was 62 cents for every dollar in premiums paid.

Don’t allow a hostile takeover of Washington’s public-non-profit workers’ compensation system. Vote No on I-1082.
Skating to Bronze in US Nationals Competition

by Rosanne Tomyn

By 2012, athletes from around the world hope to see a new sport listed on the Olympic roster – one that District 751 member Tim Golden has wanted to see reach the Olympics for quite some time. And there’s good reason. Since high school, Tim has dedicated many days and nights to becoming the most competitive athlete he could be – knowing that he will one day have the opportunity to try out for the USA Olympic Team.

Inline speed skating is a sport that many of us haven’t yet become familiar with. Much like the ice speed skating that our own Apolo Ohno has made a fan favorite here in Washington, the inline sport involves racing on inline skates in a variety of different time and distance races. The sport is so similar that many athletes compete in both.

In discussing the bid to get the sport in the Olympic Games, Tim explained that inline speed skating “is up for Olympic sport hopefully this summer. For now, it would just be outdoor but it’s a start. The sport is really beginning to gain a lot of nationwide publicity. A lot of the skaters that you see compete on the ice, like Apolo Ohno, they were all on our team skating inline before. A lot of them started with inline, but since it wasn’t recognized as a sport they went to the ice.”

Even though it’s not yet an Olympic sport, there are still a lot of ways for athletes to compete in inline speed skating. With skating events all over the world, medaled athletes like Tim have the opportunity to travel abroad to do whatever they love most. “I’ve been invited to the three Piston in France. Three bank trucks I would skate on for one full week, seven days I think. We would skate on a different track every other day. It takes a day to travel by bullet train to each of the locations.”

At the October 5th District Council Meeting, the District Bylaws Committee’s recommendations were approved by the District Council delegates for presentation to the Local Lodges. The following are the changes approved by Council and will be voted on at the November Local Lodge meetings by members in attendance. Deleted language is crossed out and in blue. New language is in bold italics and red ink. A brief explanation of the reason for the change follows.

**District Bylaws Changes to be Voted at November Meetings**

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**ARTICLE VIII. Section 4. The monthly dues for this District Lodge shall be calculated using the District Lodge formula above however the minimum monthly rate shall be calculated at 59% of the current Grand Lodge per capita rate rounded to the nearest .05 cents (nickel).**

Reason for change: The dues formula we voted on two years ago did not allow the District to capture all the increases to the Grand Lodge per capita. These proposed changes ensure the District can sustain the level of representation and service currently provided today and maintain our strength as a full-service District. The revised formula captures the increases Grand Lodge has approved in the simplest formula (based on the old dues formula which was used for decades). In addition, dues now have the potential to go down (they could not go down under the formula passed in 2008).

New language also establishes a minimum dues rate.

**ARTICLE X. All elected and/or appointed officers and employees of the District Lodge shall be scheduled for a minimum of three business days to travel to those destinations within the year prior to become effective January 1 of the succeeding year in accordance with the IAM Constitution as of August 31, 2008 to become effective January 1, 2009 which reflects the changes made at the 2008 Grand Lodge Convention. Any additional paid expenses per the IAM Constitution as of August 31, 2008 shall be calculated at 50% above the current Grand Lodge per capita rate rounded to the nearest .05 cents (nickel).**

Reason for change: To bring District bylaws in compliance with state law.

**Sunrise Dental: A Union Option**

Sunrise Dental is the first dental group to unionize in Washington State, and some Puget Sound Sunrise Dental offices are represented by IAM District 751. Because Sunrise Dental employees are Union members and are committed to serving Union families, they have special offers/discounts for IAM members who help you receive top quality dental work with the least out-of-pocket expenses.

IAM members at Boeing who want to divert their annual $1,500 Lump Sum Payment to their Voluntary Investment Plan (VIP) must take action between October 1 and October 29.

To be eligible to receive the lump sum and to divert it to your VIP, you must be represented by IAM District 751. To divert your lump sum to your VIP account, the lump sum to your VIP begins at 6 a.m. October 1 and October 29, 2010.

Whether you make your diversion online or on the phone, a confirmation statement will be mailed to you within two to three business days.

If you choose to divert your lump sum to your VIP account, you must make election through Boeing TotalAccess. Keep in mind that you must divert your lump sum in accordance with this election.

Partial diversion is allowed. Step-by-step instructions for both phone and web were printed in the last Aero Mechanic, are available online at www.iam751.org/lumpsum.htm and on Union bulletin boards.

If you choose not to divert your lump sum, no action is required. It will be automatically paid on the regularly scheduled November 18, 2010 payday.

Contact your local Official for details on how to make your election. You can make your election online or, if needed, call the VIP office.

Visit www.sunrisedental.com to find one of the 32 locations. Be sure to ask about specials for IAM 751 members.
Continued from page 1

Rising to Record Rates in Renton

Continued from page 1

of 1997. “That’s a few ‘ifs.’” It’s not as if the existing workforce has a lot of free time to take on more work, said Phuong Nguyen, a Machinist in Renton’s 4-81 Building. “Right now we’re busy,” she said. “I don’t know how we’ll get seven more airplanes out. They’re short of people already.”

“Very, very busy, but too much is overwhelming,” Nguyen said. A lot will depend on how much training the existing workers will get on the new processes and how much time new hires will get to train before they’re thrown into the mix, said District 751 worker Toby Cavendish. “It seems we’re always asked to do that in too short a time,” he said.

Boeing needs to put some of its best people into training, said James Goodwin, who works on wings with Cavendish in Renton. “Training’s going to be key,” he said. A few Machinists questioned whether their collective bargaining agreement is realistic, and many predicted there will be hiccups and headaches. “There will be glitches at first,” Kinsella said. But on the whole, most were supportive of the move. “It’s good we’re going to 38 a month,” said Isaiah Ferguson, a wing assembler. “By the time we get to 38, it should be flowing smoothly. Once we’ve got our 38 handled, we’ll have our systems down in a timely fashion. We’ll be able to fill our customers’ demand.” “I’m happy that it’s going up,” said Princie Stewart, who is a Union Steward at Renton. “It’s positive to know they’re looking to keep things here and not move it,” she said. “It sounds more positive to hire than to lay off — I know that.”

Member Donates Custom Bike for Guide Dogs Raffle

It’s a “state-of-the-art outlaw shop trike” and Local 751-C member Pete Cardin wants you to take it home. Cardin donated the custom-built trike he created to District 751 to raffle it off as a fundraiser to benefit Guide Dogs of America. “We hope to sell a lot of tickets, so that they can put more towards the Guide Dogs,” Cardin said.

The tricycle started out as a hobby project for Cardin, who said it grew out of his frustration at the clumsy shop trikes the Boeing Co. provides for workers in Auburn, where he works as a press operator. Cardinal donated the custom-built tricycle he created to District 751 to raffle it off as a fundraiser to benefit Guide Dogs of America. While the Union is still waiting for specific details on the expansion and its timing, one thing won’t change – the Machinists Union is committed to making Boeing successful long into the future. Our members look forward to taking on new work, learning additional skills and ensuring Boeing remains a vital part of this region for years to come.

Member Pete Cardin sits on his custom bike he donated to raffle off to raise money for Guide Dogs of America. Tickets are $2 each and available at any District 751-Emerson Hamilton Steward in Auburn, and at any local IAM Hall in Puget Sound. A drawing for the tricycle will be held after $2,000 worth of tickets are sold. Member Pete Cardin sits on his custom bike he donated to raffle off to raise money for Guide Dogs of America. Tickets are $2 each and available at any District 751-Emerson Hamilton Steward in Auburn, and at any local IAM Hall in Puget Sound. A drawing for the tricycle will be held after $2,000 worth of tickets are sold. Tickets are $2 each and available at any District 751-Emerson Hamilton Steward in Auburn, and at any local IAM Hall in Puget Sound. A drawing for the tricycle will be held after $2,000 worth of tickets are sold.

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Over the course of a year, Cardin tracked down specialized parts and accessories he wanted to put on a trike. He spent just about $2,000 on the project. Once he had all the components in hand, he took them to GHY Bicycles in Renton to have them assembled. “They got all the fun of trying to figure out how to make it fit together,” Cardin said.

What emerged from the shop was an eight-speed three-wheeler (“It needed three wheels, otherwise I couldn’t fit all the stuff on it.” Cardin quipped) with engraved disk brakes, a generator for tail lights, a gold chain and matching, custom-touched handlebars and seat. The handlebars are attached with a black plastic skull made by a company that’s gone out of business, making it a collector’s item of sorts, he said.

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The IAM continues its representation of area workers covered by government contractors.

Workers at Joint Base Lewis McChord working for Boeing Aerospace Operations and DynCorp International/L3 are preparing for upcoming bargaining sessions. In late September, BAO members completed surveys to determine issues for their upcoming negotiations. The next step for this group will be assembling the negotiating committee.

Both units showed strong solidarity by overwhelmingly voting to grant strike sanction authority the week of September 27. BAO members voted 92 percent for strike sanction while DynCorp/L3 cast an impressive 100 percent vote for strike sanction.

IAM Organizer/Representative Jesse Cote noted, "It is no surprise that job security is the number one issue for both units in these hard economic times."

The Union is entering into negotiations for a bridge agreement as DynCorp transitions to L3. Workers at 56 different sites are covered – with a goal of negotiating regional agreements.

Members at DynCorp/L3 serve as flightline mechanics for the C12 platform. Members at BAO perform flight instruction and load master instruction for active military on the C-17 ATS simulation platform, as well as performing maintenance on the simulators.

At BAO, the Union is constantly anxious to see who wins the bid so we can begin working on a transitional agreement, which must be completed within a 60-day period.
Machinists Non-Partisan Political League (MNPL) was rolling in the green after Local F’s bowling fundraiser brought in $6,585 on September 12. Sixty-six bowlers traveled to Glacier Lanes in Everett for a festive event.

There was fun to spare and prizes for every participant, as well as a hamburger lunch to fortify bowlers for their final games. The top two teams earned trophies and cash prizes. Trophies were also presented to the “We Tried” team for their efforts.

First place team consisted of Steve Johnson, Bob Bristol, Dennis Hoppe, Scott Groby and Randy Pace. Second place team consisted of Mitchell Christian, John Klepadlo, Karl Chross and Tom Murphy. John Klepadlo captured both high game and high series men’s trophies while women’s high game went to Joyce Wray and women’s high series went to Lisa Wilkenson.

Special thanks to all who participated, donated prizes and purchased lane sponsorships.

Local F President Dwayne Johnson (far left), District President Tom Wrobleski (2nd from left) and Secretary-Treasurer Susan Palmer (far right) congratulate the first place team of Steve Johnson, Randy Pace, Bob Bristol, Dennis Hoppe and Scott Groby.

Local F President Dwayne Johnson (far left), District President Tom Wrobleski (2nd from left) and Secretary-Treasurer Susan Palmer (far right) congratulate the first place team of Steve Johnson, Randy Pace, Bob Bristol, Dennis Hoppe and Scott Groby.

District President Tom Wrobleski (l) presents Joyce Wray with the women’s high game trophy.

District President Tom Wrobleski (l) presents Joyce Wray with the women’s high game trophy.

Business Reps Mark Johnson and Local C Vice President Ron Coen did a fine job as tournament coordinators. Special thanks to Keith Elliott, who donated his cooking skills and spent the day barbecuing a whole pig, ribs and chicken to feed the hungry golfers.

Special thanks to all the hole sponsors and those who donated prizes. Also thanks to the following volunteers who helped coordinate the event: Mark and Cindy Johnson, Ron Coen, Dave Swan, John Carter, Keith and Kathy Elliott, Bob Belles, Mark Brown, Rob Curran, Clark Fromong, Cliff Goetsch, Wayne Haddenham, Jim Kukuschke, Jim Roberts, Doyle Sage, Thong Trang.

Jim Roberts won the longest drive.

Scott Varga got closest to the pin and was on the first place team.

L to R: Jim Hutchins, Gerard Cleary, Alex Bailey and Gayl Bailey comprised the second place team.

Rob Foley prepares to drive the ball.

L to R: James Case, Reggie Sheegog and Ernie McCarthy contemplate where in the woods they will find Ernie’s last drive.

The third place team was L to R: Ron Coen, Curt Gilbert, Dave Swan and John Carter.

Local F President Dwayne Johnson (far left), District President Tom Wrobleski (2nd from left) and Secretary-Treasurer Susan Palmer (far right) congratulate the first place team of Steve Johnson, Randy Pace, Bob Bristol, Dennis Hoppe and Scott Groby.

Above: Carver White after nailing a strike.

Left: Miyoko Johnson prepares to pick up a spare.

Local F President Dwayne Johnson (far left), District President Tom Wrobleski (2nd from left) and Secretary-Treasurer Susan Palmer (far right) congratulate the first place team of Steve Johnson, Randy Pace, Bob Bristol, Dennis Hoppe and Scott Groby.

District President Tom Wrobleski (l) presented John Klepadlo with both men’s high game and high series trophies.

The second place team consisted of L to R: Karle Chross, John Klepadlo, Thomas Murphy, and Mitchell Christian.

Lisa Wilkenson took home the women’s high series trophy.

Hitting the Green for MNPL

Forty-eight golfers “chipped” in their money for the Machinists Non-Partisan Political League (MNPL) by taking part in the Eighth Annual Local C MNPL Golf Tournament. The event generated lots of green – raising more than $3,200 for the political arm of the Union and money was still coming in as the Aero Mechanic paper went to print.

With a best ball format, the teams made for a competitive finish. A sudden death putt off determined the placing for first and second, while the third place team was just one stroke behind.

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by Ruth Rende
Retired Club Secretary

The meeting was called to order by President T.J. Siebert. He requested to suspend with the regular order of business so newly appointed Club Vice President Helen Lowe could be sworn in. MSP
District President Tom Wrobleswki administered the oath of office to Helen Lowe.

Call of Officers: All Officers were present or accounted for. MSP

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

President’s Report: President T.J. Siebert thanked District President Tom Wrobleswki and Secretary Treasurer Susan Palmer attended the Retiree Conference in Las Vegas where they accepted an award for 50 years of support to the Retired Club and the 751 Retired Club that recognized by Treasurer Betty Ness. A motion was made to accept the minutes as printed.

District President’s Report: District President Tom Wrobleswki reported he and District Secretary Treasurer Susan Palmer attended the Retiree Conference in Las Vegas where they accepted an award recognizing the more than 50 years District 751 has had a successful retired Club and our steadfast support of the Retired Department at the International.

Tom also spoke about volunteerism and the District’s decades of dedication to the community. That is the theme of our 75th Anniversary celebrations this year – our service to the community. Tom touched on some of the fine work we have done in the community, including providing much needed low-income HUD housing since the early 1960’s.

Tom also recognized retiree George Braun who recently received the Bronze Award from President Obama for his community service. The District received the Gold Award from the President – recognizing our volunteers contributed over 30000 hours to the community in 2009.

Tom also spoke about the Times article which reported Boeing intends to bring work back in-house. We don’t ‘know the extent, but it is good news nonetheless. Finally, they are acknowledging that we have the best, most qualified aerospace workers right here. The analysts and columnists are commenting now as well – and they’re saying that the Machinists were right all along. They are saying that offloading that work was a bad move and the best workforce is right here.

T.J. Siebert, Ruth Render, Helen Lowe.

Celebrating September birthdays l to R: Ruth Render, Helen Lowe, Louise Burns.

Retiree Activists Take Part in National Conference
by Rosanne Tomyn

Last month more than 1,000 retirees took part in the 5th Annual IAM & AW Retiree Conference in Las Vegas, NV. These retirees, referred to by Interna- tional President Tom Buffenbarger as “members of the IAM fam- ily,” took part in a series of discussions on topics that are critical to the members of today and tomorrow. Retirees were urged to mobilize to preserve Social Security and make a difference in the fall election.

T.J. Siebert, Ruth Render, Betty Ness, George Braun, and John Guevarra all attended the conference on behalf of the 751 Retired Club to gather important information to share with fellow retirees.

District President Tom Wrobleswki and District Secretary Treasurer Susan Palmer also attended to accept an award on behalf of District 751 and the 751 Retired Club that recognized 751’s dedication to retirees and more than 50 years of support to the Retired Club and the Retiree Department at the International.

Speakers covered topics like diabetes and heart disease, important topics for senior voters, pre-retirement planning, Medicare and healthcare reform, and Social Security. Retiree Club President T.J. Siebert said the speakers were all interesting, but the best part of the conference had to be the skin. “I enjoyed the role-playing skin. There was one actor who played FDR – and he was incredible.” Highlight- ing the importance of learning from the leaders of the past to build a strong future, one skit involved a conversation between President Roosevelt and President Obama.

One of the main focuses of this year’s conference was the preservation of Social Security. Richard Fiesta, Director of Government and Political Affairs for the ARA, shared some important facts about Social Security – and why we need to work hard to preserve it. In his presentation and in his articles, he said it was on January 31, 1940 that the first recipient of a Social Security old-age benefit received her monthly check. Today, nearly 71 years after Eda May Baker received that check, the program lifts 13 million seniors above the poverty line.

George Braun said that one of the most important things for voters to re- member when weighing their support for Social Security and the candidates that support the program is its cost. “Everyone has to remember that Social Security is not a burden on the deficit. The Federal Government has never paid into Social Security – you and your employer are the only ones who pay in.”

One of the most touching moments for all of the 751 delegates came when a young folk singer shared one of his songs. Nancy Holland- Young explained that he “sang a song dedicated to Roman Mayfield, a deceased member of District 751. “Ruth Render agreed saying, “His music is amazing. I’ll never forget it.”

Thanks to the many retirees who attended and volunteered to help out, the confer- ence was a complete success. Attendees pitched in to help anywhere they could – at the registration desk, helping with entertainment events, and as floor managers.

President Wrobleswki noted that our own delegation did a great job acting as the voice and spirit of District 751’s retired club mem- bers and retirees. “You were well repre- sented,” he explained to the Retiree Club at their September 13 meeting. Tom added, “Susie Palmer and I appreciated the opportunity to attend the conference as well. It was such an honor to accept an award on your behalf.”

Save the date - • Annual Retired Club Christmas Luncheon, Monday, December 13th as Ne- wember Aero Mechanic for additional de- tails.

District Retired Club President Tom Wrobleswki administers the oath of office to Retired Club Vice President Helen Lowe.

District Retired Club Officers
President T.J. Siebert 206-329-0160
Vice President Helen Lowe 206-329-0160
Secretary Ruth Render 206-434-9053
Treasurer Betty Ness 206-329-0160
Birthdays: Linda Wylick and Margaret Ehle.

Legislative Report: Carl Schwartz re- minded everyone of the importance of the upcoming election. Make sure to note the Union’s recommendations on initiatives and candidates. He also spoke on Initiative 1098 and encouraged support of it.

Carl reminded everyone of the Alli- ance for Retired Americans State Con- ference on September 29, 2010.

T.J. Siebert, Betty Ness, Ruth Ren- der, Jim Hutcheson, Nancy Holland- Young, and John Guevarra shared their experiences at the Conference (see article on conference). T.J. noted one of the most touching moments at the Con- ference was when 17 year old folk singer Steve Jones shared his song “Roman Mayfield” with the crowd.

Minimum: September birthdays in- cluded: Ruth Render, Lenny Miller, Helen Pompe, Louise Burns, and Robin Gavarrar.

Good and Welfare: John Guevarra thanked Larry Miller and the club for helping with the South Park Bridge project.

A motion was made to adjourn. MSP

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

Robert Amick
Larry Billmore
Stephen Brous
Allen Cahill
John Carr
James Christopher
Mary Null
James Coats
John Conant
Consola Dill
Craig Drake
Gary Ehrehsman
Steven Elkins
David Flesher
Sandra Grotzsch
Brad Gritters
Roger Jenkins
Mark Joby
Regina Kim
Richard King
Sandra Kooser
Larry Miller
Victor Mills Sr.
William Moore
Denise Newton
James Nicholson
Barbara Rogers
Gary Short
Sherry Shuler
Ernest Sherman
Tamara Sherman
Velverda Townsend
Billy Vanosdel
William Walters
Donald Watts
Charles Wilson
John Wilson
Marva Young

President T.J. Siebert
206-329-0160
Vice President Helen Lowe
206-329-0160
Secretary Ruth Render
206-434-9053
Treasurer Betty Ness
206-329-0160

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

Lenny Miller
Victor Mills Sr.
William Moore
Denise Newton
James Nicholson
Barbara Rogers
Gary Short
Sherry Shuler
Ernest Sherman
Tamara Sherman
Velverda Townsend
Billy Vanosdel
William Walters
Donald Watts
Charles Wilson
John Wilson
Marva Young
ANIMALS
RUPF HAUZ by Doglo, top is removable for easy cleaning. 38x. 30 $x. 304. 30 $ 253-964-2677 message. 29085 Steilacoom Rd. 220 lbs. threshold with remote lowrider x 310, red and silver finish. 5' x 5' x 5' always parked $7500 OBO. 569-611-1129

TO AUTO PARTS & ACCESSORIES
FROM 2005 MUSTANG – (0) P225/55 R17 Pirelli, tires on aluminum rims $200, two mufflers and pipes, f/w of mufflers, $100 used. 425-206-2440 $20. 2 STRUTTED TIRES with rims on. P225 75 M/S, $20 for both. Jackstand 3-ton capacity, Craftsman, 515 206-372-8410

3 BIKE CARRIER. $30. Car top carrier, road rider. 220. 206-472-8510

BOATS
1986 SKEETER SF157 16’ 6” Merc 175HP on board, Meets all Toxin Test. 80 lbs. thrust with remote lowrider x 510, red and silver finish. 5’ x 5’ x 5’ always parked $7500 OBO. 569-611-1129

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AFFORDABLE PROFESSIONAL PHOTOGRAPHY. Studio Joe Images is a local photography company offering professional wedding and portrait services. Engagement packages are designed for families and individuals. Our affordable pricing includes all your personal items. Flexible, reliable, easy to be part of your special occasion. Ask about our SPECIAL FORMATION PACKAGES for new and existing employees. Call or visit our website at http://studiobjoeimages.net or call Beth 425-728-6578.

ARE YOU LOOKING FOR SOMETHING TO DO IN YOUR RETIREMENT? Sunset View Garden Club meets the third Thursday at each month of the Golden Pine Apartments, 2001 10th NE, Renton, WA. Everyone is welcome. Contact 425-255-8195 or 425-255-0859 for more information.

GOLD’S GYM, RENTON, 10728 NE Car Rd. Telford Park, 3.5 special of Special Boeing Employee Rate – simply present your Boeing badge for discount! Family Owned & Operated by Boeing Employee Michael Cavaiani, a strong Union brother! One time processing fee of $49, single monthly membership dues $5 off any service for Aerospace Member, packages starting at $19.99. 569-702-0747 or Diana@interactivecall.com.

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TATTOO SPECIALS of the month, all tattoos. 425-255-3543. Free laser tattoo removal. $5 off any service for Aerospace Membership members. Located in Auburn at 119 East Main St. Walk-ins welcome or call 253-333-8617 for an appointment.

THE COMPUTER GEEK LLC. reliable new computer builds and reliable computer repair, great rates, done in timely manner. 425-774-4717.

FUSSY HOUSE KEEPER, use green cleaning products, working in the Maple Valley, Covington, Black Diamond areas, email at befreeboy@yahoo.com or ask for Barb. 425-413-5334. ...

FREE
WANT ADS FOR MEMBERS ONLY

GARDEN CLUB meets the third Thursday

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October 2010

Green for the Guide Dogs

Recent District and Local Lodge fundraisers for Guide Dogs of America have proven very successful and demonstrate the variety of events that can bring in additional donations. Horse Show tournaments, raffles, car shows and golf tournaments are just a few of the ways 751 raises money for this very worthwhile charity.

Local E’s Horse Show fundraiser delivered $2,741.80 for Guide Dogs. At the check presentation L to R: Dist. Sec-Treasurer Susan Palmer, Guerdon Ellis, Paul Veltkamp, and District President Tom Wroblewski.

Special thanks to Local E President Ira Carterman who rented a bouncy house and other games to make it a fun event for the entire family. Special thanks to the following commercial sponsors all located in Puyallup:

The Local A Steel & Wheel Car Show collected $10,822.67 for Guide Dogs of America. Abo above presenting the check L to R: District Sec-Treasurer Susan Palmer, Donovan McLeod, John Carter, Jim Roberts and District President Tom Wroblewski.

The District 751 Golf Tournament raised $12,639.03 for Guide Dogs of America. Presenting the check L to R: Jon Holden, Rich McCabe, Richard Jackson, Mark Clark, District Sec-Treasurer Susan Palmer, Donovan McLeod, John Carter, Jim Roberts and District President Tom Wroblewski.

The Local F Mastercard Raffle raised $7,880 for Guide Dogs. Presenting the check L to R: District Sec-Treasurer Susan Palmer, Robley Evans, Dwayne Johnson, Paul Veltkamp, and District President Tom Wroblewski.

RECREATIONAL MEMBERSHIP

Vehicles

WANTED

RECREATIONAL MEMBERSHIP

Vehicles

WANTED

WANTED

RECREATIONAL MEMBERSHIP

Vehicles

WANTED

WANTED

WANTED
Members at Hanford Lab Make Scientists' Ideas a Reality

For the 20-plus members working at Pacific Northwest National Laboratory (operated by Battelle) on the Hanford Site in the Tri-Cities, the sky’s the limit on the work they perform. Their job is not what most think of when they hear Hanford and visualize nuclear waste and cleanup – these members work on the “other side of the ranch.”

As one of 10 national research laboratories for the U.S. Department of Energy, this facility’s mission is to advance developments in science, energy, national security and the environment. These talented members are part of the research and development center at the site, and they assist scientists and engineers to follow through on their thoughts and dreams. They produce small intricate specialized projects that must be held to tight tolerances – making continual modifications and maintaining constant one-on-one communication with the scientists and engineers.

“The work is always challenging and is set up like a model shop. This is the best job a machinist could have because of the variety of work. One day we work on projects that could help find a cure for cancer or are used on a new MRI machine and the next day, we’re working on something that ends up on a space shuttle. We work on everything from saving energy to saving lives,” said Bud Higgins, a member who has worked in the lab for the past 26 years. “The demanding work is very stimulating. It is the kind of job that if you get it, you use it to cause you to do something different.”

While their work is very specialized, when it comes to collective bargaining and their contract, they are part of a larger group – Hanford Atomic Metal Trades Council (HAMTC). To effectively negotiate the best contract possible, 10 affiliate Unions join together to secure one contract that covers approximately 320 employees at the site. The negotiating committee is a mixture of Stewards and Business Reps from each of the ten unions. The Machinists had a strong presence at the bargaining table with Bud Higgins and Staff Assistant Ken Howard serving as their voice in the U.S.

In the current recession and with government budget cuts, Union negotiators worked hard to obtain a fair and equitable new three-year agreement, which members ratified on September 2. Bargaining was difficult and negotiations stretched out over eight months. The major challenge for the committee centered on the combined area of wages and benefits while still maintaining the integrity of the contract as a whole.

Despite the lagging economy, workers there made impressive gains in wages and Union negotiators protected benefits. While other workers are getting 2 percent or less in yearly raises, the Hanford members were able to deliver general wage increases of 4 percent, 4 percent and 3.5 percent. Because the talks dragged on, the 4 percent general wage increase for 2010 is retroactive to April 3.

Pension benefits were maintained and remain one of the highest multipliers of any of the Department of Energy sites. Escalating health care costs proved a challenge in the negotiations. The committee strived to keep the costs down and the plan design changes in the final offer were well below what Battelle had consistently proposed.

Other improvements in the contract included: enhanced Work Contracted Out language, which provides for turn down criteria, removal of the “use it or lose it” eight hours of PT, and Working Leader provisions for all affiliates.

Mechanics at Cummins NW Geared for Service

Joe Escudero and Zack Mayer are two of the IAM mechanics at Cummins NW at the Pendleton, Oregon shop.

IAM member Jim Clark works on a CNC machine in the battle lab at Hanford. Machinists there assist scientists and work on everything from saving energy to saving lives.

Project Steward Joe Killinger (l) explains to Staff Assistant Ken Howard some of the special projects our members will be working on in the lab at Hanford.

While they specialize in Cummins engines and Cummins parts, these mechanics are experts on all types of engines, equipment, trailers and machinery. In addition, several of the members also serve as power generator technicians.

While the generators may not get a lot of use, when the power goes out it is critical the generators will run effectively. The members who work on the power generators are often out in the field – performing routine tests and maintenance to ensure the generators are ready when circumstances require their power. Nearly every police, fire, 911, hospital, and other emergency service rely on these generators to get the job done when electricity is out. The generators are also essential for grocery stores and other businesses that may have perishables requiring refrigeration or need electricity to preserve their products. Because the generators are very large, our members must travel to various sites to perform the work. In addition to generators for buildings, they also work on lots of generators for RV’s, camp trailers and horse trailers.

Member Ted Hogeveid, who serves as the field technician at the Spokane Cummins location, noted, “I’ve been at Cummins 26 years and seen lots of changes. I began working on engines and took on generators about 16 years ago. There was more of a challenge with generators, and I recognized the important role they play. Basically, any place that requires power to provide essential services must have a working generator.”

The mechanics at Cummins maintain large fleets of trucks for Boise Cascade, Swift Transportation, Walmart, and a host of other companies, as well servicing school buses for area school districts.

Because it is important to keep trucks running and freight moving, if there is a problem with any of the customers’ trucks, Cummins provides 24-hour service – which may require employees to be available for call outs.

Typically, employees have completed at least a diesel technician training program prior to hiring into the company. Cummins also offers various specialized training on Cummins products and lots of in-house training so mechanics are knowledgeable of the latest technology, engines and equipment.

The Union contract is set to expire in December at both the Pendleton and Spokane plants. While they have separate contracts covering each location, the issues are pretty universal with benefits always being a top issue.

“The Union is behind us in case something happens. It is always good to have an advocate on your behalf,” Zack stated. “We hope to make some gains in the next contract – especially in the area of benefits, which was hit hard in the past.”