District 751 members in Renton celebrated alongside elected officials and Navy top brass this summer at a roll-out ceremony for the newest submarine-hunting jet in the fleet—the P-8A Poseidon.

Navy officers said they’re looking forward to it long last getting a replacement for the P-3 Orion, which has been patrolling America’s coastlines since the time of the Cuban Missile Crisis.

“In the fleet, we are tremendously excited to get a new airplane,” said Rear Adm. Bill Moran, the commander of the Navy’s anti-submarine patrol forces.

“We’ve gone almost 45 years in the community without the new car smell.”

And for 751 members, it was a chance to celebrate a major milestone in a program that—so far, at least—has stayed on time and under budget. And without any mandatory overtime.

“We’re dedicated to the success of this program,” said 751-Member David Madsen. “We want to see it happen.”

“It’s ownership,” added fellow Member Cheryl Parr. “We like this plane.”

The formal roll-out ceremony on July 30 was attended by Governor Chris Gregoire, Chief of Naval Operations Admiral Gary Roughead and Boeing’s own top executives.

Jim Albaugh, the president of Boeing’s Integrated Defense Systems business, went out of his way to praise the Puget Sound workers who delivered on the Company’s promise to provide the Navy with “the most-advanced capability in the world.”

“These are the ultimate professionals, the ultimate contributors. We call them our members, and we are so proud of the work that they do.”

“Today really validates the hard work and excellence” of everyone who worked on the plane, Albaugh said—specifically the Union members of both the IAM and SPEEA, along with their front-line managers.

He also praised the staffs of both Unions for “the support they provide for their workers,” which, he said, “had a lot to do with the plane rolling out today.”

Albaugh said P-8 represents “great technology and cutting-edge innovation on the part of the engineers and the manufacturing personnel,” and called it “another milestone for Boeing’s 90-year relationship and for manufacturing here.”

Continued on page 4

**Members’ Repairs Save Thousands**

Thanks to the expertise and experience of our members in the Auburn ‘spindle shop,’ Boeing saved nearly $100,000 on repairs of a machine at the C-17 facility in Long Beach. This highly experienced shop is one of ten specialty shops in the Fabrication Division of Auburn that are available to help any Boeing facility with the maintenance or repair of their equipment. Still, many shops are unaware of their existence even though these experts are top-notch and have years of experience in their trade.

When the spindle for a machine in the Long Beach facility was in desperate need of repair, Long Beach initially contacted the manufacturer, Cincinnati Milacron, to get a bid. When Cincinnati’s bid came in at $110,000 to $125,000 with three weeks down time for repair, the shop decided to look elsewhere. They contacted the Auburn spindle shop and were impressed with the answer.

751 Mechanics in the Auburn shop estimated they could save them nearly $100,000. Just as impressive as the cost savings, the shop had a spare spindle they could swap out—making the down time of the machine minimal.

751-members Ed Plazola and Scott Stagner were sent to California and completed the job in just three days—saving the Long Beach facility both money and time.

Continued on page 5

In August, Boeing reached another milestone in aerospace history when it delivered the 3,000th Next-generation 737 from the factory in Renton, a 737-800 that will be used by India’s Jet Airways.

“When you think about it, it’s really amazing the kind of success Boeing has had with this airplane,” said District 751 President Tom Wroblewski.

“It’s been an incredibly profitable airplane for the Company for decades, and a big reason for that has been all the hard work by our members who build it.”

It was the second major milestone for the 737 program this year. Back in April, Boeing delivered the 6,000th – 737 overall— including both Next Generation and Classic models. In comparison, Airbus this summer delivered its 4,000th A320 variant.

Reaching these milestones shows what can happen when Boeing partners with its Union workers, Wroblewski said.

“I don’t think it’s any coincidence that the most-successful plane in Boeing’s history is also the plane that has the most Union labor going into it.”

Continued on page 4

Rantone flightline mechanics Bill Cummings, Mike Medor, Dave Garin and Sean Clark pose in front of the 3,000th Next-Generation 737 before its delivery to customer Jet Airways of India in August.
Three Big Wins and One Tragic Loss

by Tom Wroblewski, District President

This past month was a roller-coaster ride. On the one hand, our members were working for Boeing in Renton as they celebrated two major milestones. First, the delivery of the P-8, scheduled for December 30, 2009, was a great moment for our members, as it marked the delivery of the 3,000th Next Generation 737.

Another proud moment came in Renton when the 9,000th 777 airplane was completed. This airplane, the 9,000th in Renton, was delivered to Boeing on September 20, 2009.

However, there was also major frustration and sadness, as the bloggers and politicians continued to criticize us for not being friendly and approachable. The bloggers and politicians have been quick to point out that we are not doing enough to engage with the community and that we could be doing more to improve our relationship with the Company.

The window for electing to divert your 2009 Lump Sum to your VIP begins at 9 a.m. on Oct. 1 and runs until 6 a.m. on Oct. 30, 2009.

You can make your election online or, if you prefer, by calling 1-800-763-1300 toll-free to Seattle from:

- District Lodge 751, Intermountain Area
- Machinists and Aerospace Workers

Tom Wroblewski
President, District President

Stosh Tomala
Secretary-Treasurer

James Coats
Sergeant-at-Arms

Tommy Wilson
Heather Barstow
Don Morris
Ray Baumgardner
Richard Jackson
Mark B. Johnson
Jon Holden
Brett Coty
Jim Darrah
D. Joe Groat
Emerson Hamilton
Charles G. Craft
Steve Warren (Eastern WA)
Union Business Representatives

Union Offices:
- 9125 15th Pl. S., Seattle, WA 98108
- 201 A.W. 380, Auburn: 253-833-5390
- 233 Burnett N, Renton: 425-235-3777
- 8726 Airport Blvd., Everett: 425-355-8021
- 4226 E. Winslow, Spokane (509) 534-9690 at 1-800-763-1300

Toll-free to Seattle from:
- Nationwide and overseas: 1-800-1301
- Tacoma 253-627-0822
- Hotline: 1-800-763-1310

Web site: www.iam751.org

IAM members who want to divert their 2009 $1,500 Lump Sum Bonus to their Voluntary Investment Plan (VIP) must take action before Oct. 30, 2009.

To be eligible to receive the bonus and to divert the entire amount to your VIP, you must be represented by IAM District 751, have at least 50 years of active employment, have a BEMS ID (or SSN) to log on to My Boeing, and have a Boeing TotalAccess password. You must log on to My Boeing at least once between Oct. 1 and Oct. 30, 2009. You can make your election online or, if you need help, over the telephone.

Online through TotalAccess:
- At work – Use your network credentials to log on to My Boeing at https://my.boeing.com. At home – Use your Boeing TotalAccess password and BEMS ID (or SSN) to log on to www.boeing.com/expertassistance.
- Click TotalAccess.
- From the TotalAccess Menu in the left-hand column, click My Savings & Pension.
District 751 is calling on elected officials and industry leaders to change the tone of the debate about the future of aerospace in Washington and start talking about all the reasons why the Boeing Company and its suppliers here are successful now and will be profitable in the future.

Officials should be “promoting the many advantages that will keep Washington state the world leader in aerospace,” said Larry Brown, 751’s legislative director, during a speech in Lynnwood this August.

“Instead of looking for the negatives, shift the focus of that conversation back to what is important,” Brown said. “This is the finest aerospace workforce in the world. This is the best place in the world to do aerospace manufacturing. That is not rhetoric—it is reality.”

Brown was one of the keynote speakers at the “Saving Washington Aerospace” conference on August 3, which was sponsored by Snohomish County Executive Aaron Reardon.

Most of the media coverage of the conference focused on the perceived tension between Boeing management and the IAM, and whether there are talks underway toward a long-term “no strike” agreement between Boeing management and the IAM, and whether there are talks underway toward a long-term “no strike” agreement.

A quip from U.S. Rep. Norm Dicks, an economist with the Virginia-based aviation consulting firm Avitas, made the point that “the Hatfields and the McCoys have got to stop feuding” was widely quoted.

Brown addressed those issues by noting that “the facts are we already have a no-strike clause for the duration of our current four-year contract,” and telling reporters that for all the speculation about the issue, Boeing management has yet to come forward with any proposal regarding no-strike agreements, binding arbitration or anything related to that.

And Brown later told the conference that he feels that the decertification effort in South Carolina will be disruptive to Boeing’s efforts to improve performance there, and ultimately unsuccessful.

Boeing’s efforts to improve performance in South Carolina will be disruptive to the IAM 987 factory in Everett, which is one of North America’s largest jet-repair stations. He’s also presiding over the Aerospace Futures Alliance, a pro-Boeing lobbying group.

**Health Care Reform: What It Is and Why We Need It**

Health Care Reform. It’s a term heard on all news stations, in every break room, and at every dinner table across the nation. But what is it? Is it really necessary? If so, what do we want to get out of it?

There are a number of approaches to health care reform being proposed in Congress and debated throughout the nation. Opinions across the country range from the belief that it should be left alone for private industry and the free market to deal with to the conviction that a single payer/universal access approach should be taken.

Many Americans in the union and progressive community believe the only way to go is the single payer/universal access approach. This is best described as Medicare for all. The gist is that everyone pays taxes, so everyone has health care, and there is no problem with this. Many believe this is not politically viable. Regardless of the potential benefits such as the cost containment potential for business and individuals as well as the competitive advantages for our economy, people have been scared away from “government controlled health care.” Even seniors who benefit from Medicare, care that is paid for by the government, are afraid of government-run health care. This fear seems to be making the single payer approach unattainable at this time.

So what now? If the current system is unsustainable and we cannot achieve single payer/universal access, what should health care reform look like? Perhaps it should look something like both. What essential elements of health care reform would work for the greatest number of Americans? What does Labor want?

Health Reform Must: Strike to maintain their current benefits. Does this sound familiar? Many Americans in the union and progressive community believe the only way to go is the single payer/universal access approach. This is best described as Medicare for all. The gist is that everyone pays taxes, so everyone has health care, and there is no problem with this. Many believe this is not politically viable. Regardless of the potential benefits such as the cost containment potential for business and individuals as well as the competitive advantages for our economy, people have been scared away from “government controlled health care.” Even seniors who benefit from Medicare, care that is paid for by the government, are afraid of government-run health care. This fear seems to be making the single payer approach unattainable at this time.

So what now? If the current system is unsustainable and we cannot achieve single payer/universal access, what should health care reform look like? Perhaps it should look something like both. What essential elements of health care reform would work for the greatest number of Americans? What does Labor want?

Health Reform Must: First and foremost, there must be universal access. One reason for the high cost of health care in America is that many of the Americans who already have coverage only go to see the doctor early in the course of illness. Treatment is much less expensive. Also, when people have coverage, they go to their doctor rather than the much more expensive emergency room. Everyone should have coverage.

Second, everyone should pay. Those who currently have health care coverage are paying more than they should have to because they are paying for those who don’t or won’t pay for coverage. Since we have an employer-provided health care system, Wal-Mart should not have a competitive advantage in pricing over Fred Meyer simply because the Wal-Mart refuses to pay for health care. Fred Meyer employees should not have to pursue the 787 and reinforced the Union’s position that skilled workers are an essential ingredient for an aircraft builder to prosper.

“What can we oustrace? Everything can be outsourced. The governor of South Carolina everoutsourced marital duties to Argentina,” Pilarski quipped. “That doesn’t mean everything should be outsourced.

Aerospace is different from other industries because there are significant regulatory constraints that do exist elsewhere, most related to safety, he continued. “The FAA won’t let you put something together in a garage and say ‘It looks like the real thing and it’s cheap.’ To be successful, aircraft builders need a skilled, veteran workforce, and that’s something that takes many years and a lot of money to create, concluded Pilarski, who was the chief economist for Douglas Aircraft Co. before it merged with McDonnell Aircraft Corp. in 1967.

“Outsourcing is a viable strategy if you need historical expertise,” he said. Reporters also overlooked the comments of Mike Zubovich, a vice president with Pacific Northwest State University, who said “the Jet Tenders in Everett, which is one of North America’s largest jet-repair stations. He’s also presiding over the Aerospace Futures Alliance, a pro-Boeing lobbying group.

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**Aerospace Forum to Strengthen Our Future**

District 751 continues to push elected officials to look at all Washington does right in terms of supporting its aerospace industry, instead of focusing on a few perceived problems.

“We think that the best defense is offense,” District Legislative Director Larry Brown told a group of legislators and County Council members from Snohomish County in August. “Let’s start talking about the things we do well, and work on the things that need fixing.”

Brown also asked the elected officials to not meddle as the Union and the Boeing Co. work together to mend their long-strained relationship. “We don’t need people stirring it up,” he said.

Brown was one of the speakers at an aerospace industry forum sponsored by the Snohomish County Council on Aug. 20 in Mukilteo, one of a series of similar events that are planned to discuss how state and local officials should respond to the possibility that Boeing could decide to put a second 787 line in South Carolina or elsewhere outside Washington state.

At this one, the focus was on specific pieces of legislation that could be introduced at the local, state or federal level, or when the Legislature reconvenes in January.

Speaking for the Union, Brown said that District 751 is “on the side of the everyday people in this room in terms of transportation.” If Boeing is to be successful here, it needs to major component from Fredrickson to Everett “Faster than it can fly them in from out of state on the DreamLifter,” he said.

He also called for better workforce training, starting with K-12 and particularly at the community college level.

Other panelsists called on elected officials to extend

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he said. “It takes highly skilled, well-trained and experienced work- ers to make this happen, workers who can get things right the first time, and who can come up with new ways of doing things better – like our members do.”

“Boeing’s most successful plane is the result of a strong partnership with its Union workforce here in Patriot Sound,” Wroblewski added. “I think it’s important for everyone to remember that.”

It’s hard to overstate the success of the 737, said noted aerospace analyst Richard Aboulafia, with the Team Group in Virginia.

“The 737 is a very versatile plane that airlines can use profitably on all kinds of routes, he said. “The economics are great, which gives us amazing flight – hour flight. It’s the most you can leverage out of an airplane. It works fantastically well.”

Likewise, the production efficiencies Boeing’s workforce has achieved at “the great fuselage machine in Renton” are also staggering, Aboulafia said.

“It’s arguably the most-efficient aircraft production line ever invented,” he said, “with previously unheard-of levels of efficiency.”

Thousands of Union workers play a part in building, assembling and delivering each 737, including the Machinists of District Lodge 751 in Wichita, whose members at Spirit Aeronautics manufacture much of the airframe. Some of the last workers to touch each airplane before it’s delivered to customers are the flightline mechanics at Renton’s municipal airport, Clayton Scott Field.

Their job is to inspect and test all on the systems on the planes after they leave the factory but before they’re turned over to the customer.

With the planes literally flying out the Renton factory door, it’s a demanding environment, said flightline mechanic Mike Yahyavi. “It’s a no-confidence requirement quality assurance, so we’re going from one airplane to the next,” he said.

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In Seattle.”

Adm. Roughead also praised the workers who built the first 737s. “You are building this airplane magni- ficently,” he said. “You’re building it in a way that reflects that you’re building it for your sons and daughters, the sons and daughters of America.”

There is an urgent need to get P-8s built to replace the old P-3s, Roughead continued. The Orion’s been a work- horse for decades, but “we are literally flying the wings off the P-3 plane,” the admiral said. “We have got to get there quickly. (The P-8) must be delivered on time and on budget.”

“Now the P-8 program has been exactly that – on time and under budget.”

From the Navy’s perspective, that’s in large part due to its decision to base its next-generation maritime surveillance jet on the tried-and-tested 737 airframe, said Capt. Mike Moran, the officer in charge of the Poseidon development program (and, coincidentally, Adm. Moran’s brother).

“We didn’t start with any significant technical risk,” Capt. Moran said. Instead, “we looked at the Navy has mature and under-standable” technologies.

And the Navy did its part by holding firm to its original plan and resisting the temptation to add more bells and whistles to the plane, he added. “Just let us deliver what we signed up to deliver.”

District 751 members who worked on the plane agreed with the top brass, but elaborated further on why the P-8 has been a success.

For starters, everybody working on the plane was an experienced 737 me- chanic, Parr said.

“That’s huge,” she said. “By using our skill level, instead of new hires off the street, we succeeded on this airplane.”

The P-8 team was small, said 751-Member Brian Boone who is the manu-facturing rep on the barge. That meant that everybody had to carry an extra load.

“Knowing we had a small team and we didn’t have the resources, everybody did what we had to do,” he said. “You do everything. You didn’t just do electrical or mechanical. That’s a lot more challenging. Everybody came of knowledge.”

Member Owen O’Neal said that was the best part. “We’re involved in the complete build of the airplane.” he said. “We’re all following it as it came down the line, watching it come together – making it come together, in fact.”

“Terry Boone asked. “You could call it fun. It’s more of a challenge, knowing you’re not going to do the same thing every day. Over here, you’re challenged on a daily basis.”

The assembly line mechanics said they had good support from engineers, the flight test group and managers, many of whom were right alongside the assembly line.

“If we’ve got a problem with a draw- ing, we can call an engineer and say ‘Can you come look at what you drew?’” said Capt. Henderson, another 751-Member.

“Over there,” he said, pointing at the main 737 assembly area, “when you have a problem you have to go over all the way to the test group, everybody looking for the guy who made the problem.”

And several members praised the P- 8’s management team – in particular Mr. Yahyavi, who was the program manager at the start.

With most programs, “the only time you see upper management is when

they’re in crisis mode,” said Boone. But Yahyavi and his team were “down and get a feel for the airplane, and see how they could help.”

“He, at his level, would come out on the assembly line and say ‘What are we doing wrong here?’” said Adm. Roughead. “You could say ‘Mo, I don’t like this,’ and he’d go back and work it. You don’t normally get that, but we did.”

Managers also let their experienced workers direct themselves a great deal – coming up with their own final assembly timelines, for example.

“They actually ask for our input,” Madsen said.

“Instead of someone telling us what to do, we control our own destiny,” Parr added.

Finally, there was a strong sense among the members on the team that the P-8 was an important airplane. That was a strong motivator, several said, and the reason why so many people volunteered to work overtime, even rather than wait for the Company to impose it.

“Hey, it’s the Navy,” Boone said. “We don’t want to fail. It’s not an option.”

“Everyone wanted to work on the Poseidon line until he retires,” said Eric Henderson, another 751-Member.

“You know, take a look at how the country is working on the Poseidon line until he retires, and that would make him happy. It’s an awesome plane and people are going to want it because of what it can do,” said Henderson. “I guess that’s what makes it exciting, because you know everybody wants your plane.”

Continued from page 1

he said. “It takes highly skilled, well-trained and experienced work- ers to make this happen, workers who can get things right the first time, and who can come up with new ways of doing things better – like our members do.”

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737 Flies on Union Power; Boeing’s Top Revenue Stream
Continued from page 3

the cost shifting that occurs when patients with insurance are charged more to pay for the Wal-Mart employees that offer no insurance. Everyone should pay.

Third, health care benefits MUST NOT BE TAXED. There are many who currently do not pay for health care. Those who do not must be required to pay their fair share before those already paying are asked to pay more. Workers who have health care benefits have often traded wages and retirement for those benefits. Employers who pay traded profits by providing benefits. Employers who have not provided benefits have pocketed the difference in profits. With over half of the growth in the economy benefiting the top two percent whose tax rates have already been reduced, they can afford to help stabilize the growing cost of health care. Health care benefits must not be taxed.

Finally, there must be a public option. That is the policy idea that the private profit health care industry should be forced to compete with a not-for-profit/Medicare type option. The public is well served and prices are kept low when given that option. A great example is the postal system. Because the United Parcel Service and FedEx are required to compete with the Postal Service, postal services are kept affordable. There are those who say private industry should not have to compete with the government but we are talking about health care reform, NOT economic systems reform (capitalism vs. socialism). This must be about health care and not about profits. We must have the public option.

The health care debate is complicated without all of the people affected understanding its complexity. We need to make it even more complicated and scary. We must keep our eye on the prize and insist health care reform takes the right form. Call your Congressional Representative today and insist on it. If you don’t know who that is or don’t have the number, call Larry Brown at 206-764-0305 and ask for help.

Now is the time.

As the keynote speaker, Congressman Jay Inslee received a standing ovation at the convention.

Health Care Reform: What It Is and Why We Need It

Continued from page 1

free choice and health care reform, and not to be discouraged by the aggressive campaign of lies intended to derail those critically important efforts.

Inслиe, in this speech, agreed. “Change always meets resistance from the keepers of the status quo,” he said, calling on Labor to fight back against the opponents of health care reform, who are being orchestrated by those who profit from the current failing system. Inslee urged delegates and guests not to be intimidated by disruptive opponents of health care reform at town hall meetings, many of whom have been deliberately misled about what is being considered. He urged everyone to attend such meetings and to follow through and specifically make the case that the status quo is not an option.

“Anybody who says we don’t need health reform in this country is one disaster away from disaster,” Inslee said.

“In this country, nobody with a pre-existing condition should be denied access to insurance or charged exorbitant rates. This legislation will fix that.”
Cars filled the Seattle Hall parking lot for the Steel & Wheel Supershow. Organizers planned additional events such as a yoyo and hula hoop contest to involve the entire family in a day of fun.

**Car Show Drives in $$$ for Guide Dogs**

The Steel & Wheel Bill Baker Memorial Supershow on Aug. 15 provided a day of fun for everyone and raised thousands for Guide Dogs of America (donations were still coming in). The event was much more than just a car show with fun for the entire family that included food, music, hula hoop contests, yoyo contests and much more.

Union Steward and Council Delegate Kim Deve did a great job organizing the event, recruiting sponsors and vendors, as well as volunteers. He noted, “I want to thank all the vendors and volunteers, but especially Business Rep. Heather Barstow. She went above and beyond and was there from early morning to late at night. And a special thanks to my wife Becky for the countless hours she put into ensuring the event was successful.”

Thanks to all who took part and made the event a huge success.

**Puppy Putt Is Roaring Success**

The 2009 Puppy Putt was a roaring success bringing in over $19,500 for Guide Dogs of America and over $23,000 when you factor in prizes and other donations. Puppy Putt Organizer Dave Brueher was honored for his tireless efforts to make the event a success, along with Jim Kakuschke who has consistently been one of the Puppy Putt’s top fundraisers and recruiters.

Thanks to sponsors:
- Sound Harley
- Northwest Harley Davidson
- Downtown Harley-Davidson
- Everett Powersports
- Frontier Bank
- Silver Dollar Family of Casinos
- Hinshaw Motorcycle Store
- Cycle Barn Motorsports Group
- RMC Renton Motorcycles
- Sun, Surf & Run
- Eagle Leather Motorcycle Gear & Accessories
- American Motorcycles
- Scott Wealth Management Group
- Pacific Rim Drive and Travel
- Lions International
- SPEEA
- Renegade Classics Everett
- Mick Kelly’s Irish Pub
- Abate of No. Snohomish Co.
- Prof-Muffler & Brakes
- Innovative Care
- Trophies & Award Unlimited
- Mogurs Unlimited
- CycLife Motorcycle Machine
- A.B.A.T.E.
- A.T.E. of Washington
- A.C.T.E.
- A.P.E.T.
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ers' compensation is not a poverty program, nor is it some kind of welfare. It is a mandatory insurance program, and it was sought by American employers to help them to protect them against poten-
tially ruinous lawsuits over an injury or illness caused by negligent employers.

A Case in Point...

If you work at the Vought Aircrafts plant in Charleston, S.C. (pictured below), which was just purchased by Boeing in an effort to shore up its 787 supply line, you better hope you don’t have a disabling injury at work.

South Carolina is one of 16 states that has an average total disability ben-
etif that is less than the federal line. In these states, according to National Academy of So-
cial Insurance data.

But employers in South Carolina’s privatized system pay MORE for work-
ers’ compensation coverage than em-
ployers in Washington state pay, accord-
ing to both the Oregon and Insurance Information Institute studies.

So why would we compare Wash-
ington’s workers’ comp to South Ca-
rolina’s based on injun-
jured workers’ costs? Do we want Wash-
ington to become a state where a perma-
nently disabling work injury relegates a family to "poverty."

Consideration should be made to ensure our system’s costs stay competitive with other states. But it is absurd to make our goal cut benefits so they are more in line with Washington. We should engage in a race to the bottom where injured workers and their families are thrown into poverty with no recourse. To engage in this benefit-cutting and privatization strategy the employers in our state already have among the lowest workers’ compensation costs in the country, is immoral and unacceptable.

Continued from page 2

• In the center column, click Retirement
   Savings Plans.
• Click the “Boeing Savings Plans Online.”
• Click the Close button on the News & Reminders message bar.
• On the Home page, click the Boeing Company VIP Details link.
• On the My Account page, in the left navigation bar, click Contributions.

4. Contributions and follow the prompts to make your election (no partial diversion is allowed).

By phone through TotalAccess:

• When you hear the password/EMD ID (or SSN) ready, dial 1-866-473-2016.
• Enter your EMD ID (or SSN).

When the phone system asks “Briefly, how may I help you today?” I want to talk to the Savings department.”

• Enter your TotalAccess password.

• After being connected to the Boeing Sav-
ings Service Center, press zero “0” key to be transferred to a customer service rep to request to divert your entire bonus (no partial diversion is allowed). Opportunities are available weekdays from 8 a.m. to 8 p.m. U.S. Central time, except for stock market holidays.

For Boeing employees only: Call TTY/TDD services at 1-800-755-6363.

Remember, if you want to divert your 2009 Lump Sum Bonus to your VIP account you must do so no later than 5 p.m. U.S. Eastern time on October 30, 2009. Whether you make your diversion election online or over the phone, a confirmation statement will be mailed to you within two to three business days.

Arresting your election

• If you choose to divert your Lump Sum Bonus to your VIP account, the bonus will be posted to your account on the regularly scheduled Nov. 19, 2009 payday.

You can see it in your VIP account the following day by going to your VIP account at Boeing Savings Services Online.

If you transfer, after Sept. 4, to nonunion status or to a union that is not eligible for the Bonus, you are still eligible to receive and divert your Lump Sum Bonus. If you are on the nonunion payroll in November and you have chosen to divert your Lump Sum Bonus to your VIP account, your Lump Sum Bonus will be diverted to your VIP account on Nov. 27 and you can see it in your VIP account the following day.

List of FAQ:

Q. Will Boeing match my bonus, if I contribute my Lump Sum Bonus to my VIP account?

A. No, the diversion of your bonus is not eligible to receive company matching contributions.

Q. If I elect to divert my 2009 lump sum bonus to my VIP account? A. Any time from 9 a.m. U.S. (EST) on Oct 1, 2009 until 4 p.m. U.S. (EST) on Oct 30.

Q. I am close to reaching the annual pretax limit for the year. Can I still divert my bonus if I’ve already reached the limit?

A. Yes, if you elect to divert your Lump Sum Bonus and you have reached or will reach the annual pretax limit of $16,500 in 2009), any contributions in excess of that amount will be made on an aftertax basis automatically. This is true for your regular pretax contributions as well as the diversion of your bonus. If this occurs, taxes will be withheld on the portion of the contribution that exceeds the annual pretax limit. If you reach the annual pretax limit, you will not have the option to divert your bonus as catch-up contributions.

Q. Can I elect to divert a total dollar amount of my bonus to be diverted to my VIP account, not the whole $1,500?

A. The only options are to divert your entire bonus, or none of it. When you online to elect to divert your bonus, your option will be to enter either 0% or 100%.

Q. I elect to divert my bonus, can I change my mind and cancel the election?

A. Yes, as long as you change your election before the enrollment period ends at 4 p.m. If you decide to cancel your election after the enrollment period ends, you will not have the ability to change your election.

Q. If I divert my bonus to my VIP account do I have the option to withdraw it later?

A. Yes, you can withdraw your contribution from your VIP account, all of the rules and restrictions other than the bonus contribution. To the extent your contribution is made on a pretax basis, you will be able to withdraw these funds only under certain hardship conditions or when you reach age 59-1/2 or terminate employ-

Affix elections may be with-
drawn at any time, subject to the VIP’s procedures.

Q. Will I still be eligible to divert my lump sum bonus if I’m laid off or leave the Company after Sept. 4?

A. Yes, anyone who is eligible to receive the Lump Sum Bonus may elect to divert the bonus to their VIP account. However, if you have elected to divert the bonus prior to your termination of employment, and it’s before-4 p.m. on Oct. 30, you will have to make your election by calling the Boeing Savings Ser-
vice Center during normal operating hours toough a customer service rep.

Q. Will I need to make an election to divert my 2010 Lump Sum Bonus to my VIP account?

A. The election you make in 2009 will not automatically apply as your best new climate will be required to make a new election in 2010.

The GOAL OF OUR WORKERS’ COMPENSATION system, as set forth in Washington state law (RCW 51.04.010): “The welfare of the state depends upon its industries, and even more upon the welfare of its wage worker. Sure and certain relief--but demonstrably not--compete-
disadvantage with other states’

Organized labor believes all changes to our system should be measured against that goal. Is the motive for a pro-
ted to a customer service rep.

When the system asks “Briefly, how may I help you today?” I want to talk to the Savings department.”

• Enter your TotalAccess password.

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Teaching your election

• If you choose to divert your Lump Sum Bonus to your VIP account, the bonus will be posted to your account on the regularly scheduled Nov. 19, 2009 payday. You can see it in your VIP account the following day by going to your VIP account at Boeing Savings Services Online.

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ers’ compensation is not a poverty program, nor is it some kind of welfare. It is a mandatory insurance program, and it was sought by American em-
ployers to help them to protect them against poten-
tially ruinous lawsuits over an injury or illness caused by negligent employers. Also known as “indus-
trial insurance,” workers’ compensation coverage for more than 99 percent of the businesses in Wash-
ington state is provided through the state-run Fund. Fewer than 400 busi-
nesses, employing between one-quarter and one-third of the state’s workforce, are large enough to operate their own industrial insur-
ance programs and are called “self-insured” employees. These companies include Boeing, Weyerhaeuser, Safeway and Microsoft, pay the same benefit levels set forth in state law, but they have more oversight over the claim ad-
ministration process. Presumably, these employers’ costs are lower than they would be in the State Fund system, or else they wouldn’t self-insure.

HOW DO OUR BENEFITS COMPARE WITH OTHERS? Washington has comparatively high workers’ com-
ensation benefits. The National Academy of Social Insurance’s most recent analysis of 2002 data found that Washington paid $1.63 in benefits for every $100 in cov-
cered wages, which ranked our state third highest.

Therefore, Washington is con-
sidered a low-cost, high-benefit state.

Naturally, business lobbying groups and research organizations inside the state de-
pend on their “industrial insurance” program, and it was program, and it was sought by American em-
ployers to help them to protect them against poten-
tially ruinous lawsuits over an injury or illness caused by negligent employers. Also known as “indus-
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It’s more significant than a simple day of rest; than the symbolic end to the summer for students and the beginning of football season for sports fans. It’s about more than barbecues, picnics, and fireworks shows. Labor Day is the holiday of the people, the day we honor the many who have “…delved and carved all of the grandeur we behold.”

“Labor Day differs in every essential from the other holidays of the year in any country,” American Federation of Labor founder and President Samuel Gompers said. “All other holidays are in a more or less degree connected with conflicts and battles of man’s prowess over man, of strife and discord for greed and power, of glories achieved by one nation over another. Labor Day… is devoted to no man, living or dead, to no sect, race, or nation.”

The Labor Day Parade of 1900 in Buffalo, NY saw an impressive turnout of working men and women, their children and labor activists from across the state.

The first, unofficial Labor Day celebration was held 127 years ago on Sept. 5, 1882 in New York City. Since its inception, the day has landed an official post as a holiday on the U.S. calendar. Yearly, labor unions and civic organizations plan great celebrations, marches, and rallies within the community to recognize the importance of labor and workers’ rights.

It’s hard to imagine a year without a Labor Day, but the hard working union members and laborers of 1882 couldn’t imagine a “working man’s holiday” that would one day be celebrated nationally with paid time off.

It all started with the growth of major unions in the late-1800s. It was in this era that big cities and industrial centers saw working class strength grow like never before. As more workers united in the fight for union representation and better working conditions, the focus shifted from business to labor.

As strength shifted in the working class, organizations like the Central Labor Union of New York became more prominent. At its peak, it was the CLU that ultimately ensured that working men and women would be celebrated and recognized through the creation of the Labor Day holiday.

History books have for a long time credited Carpenter and co-founder of the American Federation of Labor, Peter J. McGuire, for being the first to suggest such a holiday. Now, as more research is conducted into the story behind Labor Day, there is more evidence that McGuire may not have been its true founder. It is argued, in fact, that a Machinist may have actually been the creator of the holiday. Matthew Maguire of the International Association of Machinists, Local 344 in New Jersey, is now said to have been the first to propose the holiday to the Central Labor Union. Serving as Secretary to the CLU at the time, Maguire is now believed by many to be the guiding force in ensuring that the holiday for workers was established.

The first Labor Day was held on Tuesday, September 5, 1882 and the first proposal for the holiday outlined the activities of the day. 10,000 laborers came out to march in a street parade and take part in a festival that celebrated recognized and honored.

In just three years, the holiday spread throughout the country. By 1885, municipal ordinances were passed for governmental recognition in many states. The first state to legally recognize the holiday was Oregon followed soon thereafter by New York, New Jersey, Colorado, and Massachusetts. Legally recognized by legislative enactment in 30 states already, the U.S. Congress passed an act on June 28, 1894, giving Labor Day off.
Forum Dispels Myths on Health Care

President Obama’s proposed health care reform won’t include “death panels,” won’t extend benefits to illegal aliens, won’t repeal Medicare, nor pay for abortions, and the version under consideration would not increase the federal deficit and wouldn’t affect the taxes of 97.9 percent of the people living in Seattle.

What the reforms might do, however, is save America from bankrupting itself by paying for a broken health care system, said speakers at a health care forum sponsored by the Puget Sound Alliance for Retired Americans and the District 751 Retired Club.

Left alone, “the cost of health care is going to completely off the charts and cripple us in a few years,” said David Loud, an aide to Congressman Jim McDermott. “It’s going to break the bank.

Employers can’t afford it. States can’t afford it. Individuals can’t afford it.” The forum was held to address misinformation being spread by critics of health care reform, many of whom have a vested interest in maintaining the status quo, said retired District 751 Administrative Assistant Ron McGaha, who moderated the session.

“The for-profit health care industry, which makes billions off us seniors to protect these profits, has resorted to scare tactics and confusion,” McGaha said.

“They’re trying to protect their profits and they are — sorry to say — trying to scare seniors,” added state Sen. Karen Keiser, D-Des Moines. “Your benefits are not going to be cut.”

That’s not preventing opponents of reform from misrepresenting, said Loud.

“There’s even the insanity of people saying ‘Government, get out of my Medicare,’” he said.

The proposals now being debated in Congress vary, but in general, they aim to make it easier for working poor and unemployed people to get health insurance by various means, one of which would be a “public-option” — a government-run health insurance system, like Medicare, that would compete with private health insurance companies.

The draft bills also would mandate a number of cost-saving measures, including the adoption of new technology for medical records and billing, which are expected to reduce the number of errors that occur now with paper records and bills, while also saving hundreds of billions of dollars.

The reforms would be expensive, with most analysts estimating the cost at about a trillion dollars over 10 years. (However, a Congressional Budget Office report says that once you subtract all the cost savings from provisions in the different bills, the net cost would be more like $239 billion over 10 years.)

Most reform proposals would pay for the expanded coverage by a combination of cost savings to be achieved by making Medicare more efficient and by tightening tax loopholes now enjoyed by taxpayers in the highest tax brackets. (Surcharges would start with individuals earning more than $280,000 a year, and would be heaviest for those making more than $1 million.)

Most proposals also call for imposing fees on companies that don’t offer health insurance to employees — although the smallest companies (generally those with fewer than 25 workers) — would either be exempted or get subsidies to help pay for insurance.

The cost of doing nothing would be far greater, panelists told union retirees.

“We have to change the health care system, we can’t afford it the way it is,” said state Rep. Eileen Cody, D-Seattle, a nurse who chairs the Health Care & Wellness Committee in the House of Representatives. “What we’ve got to do is at least provide the basics for everybody.”

The health care debate is taking place at the federal level, she said, but it directly affects state governments, who rely on federal dollars to provide health care.

Continued on page 11

Union Retirees:

Congratulations to the following members who retired from the Union:

- Collieen Abbott
- Jack Ault
- Eric Boughner
- Josephine Brown
- Larry Bruns
- Barbara Carpenter
- Elvan Cleveland
- Elaine Cooper
- Billy Craw
- Lonnie Davis
- David Dynseth
- Joseph Eagen
- Michael Erway
- Raymond Fick
- Sandra Fowler-Ellis
- Robert Galech
- James Gillmore
- Wendy Hake
- Judith Heggen
- Malan Hepper
- Patricia Hermann
- Thomas Lawrence Jr
- Jeffrey Martin
- Warren Martin
- Larry McGhee
- Walter Mickelbart
- Jesu Motta
- Byron Muck
- Donald Oss
- Anthony Pritchard
- Ambrose Reisenauer
- Gordon Rundle
- Robert Schmid
- Dennis Snyder
- Terry Sotethou
- Douglas Sturtz
- Martin Wade Jr
- Kenneth Watson
- Richard Welch
- Robert Wilson
- William Wilson
- Kyle E. Wolfs

- 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl S). Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.
- Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.
- Alliance of Retired Americans South Chapter meets the 2nd Thursday of each month at 11 a.m. at the Kent Senior Citizen Center (600E. Smith St). We share info about issues affecting seniors. Come see what goes on. For more info, contact Leroy Miller at 206-878-0601.

Retired Club Picnic

Over 150 retirees turned out for the annual Retired Club Picnic at Woodland Park on Monday, Aug. 10. The event gave retirees a chance to visit with old friends, catch up on the latest news at Boeing and enjoy a tasty chicken lunch with the choice of tables full of homemade side dishes and desserts.

For many, the picnic is an annual event — one that they share with the entire family.

Above L to R: Retired Union Steward Vic Gage came to the picnic with his son Jonathan and father Bernard. Bernard, at 102 years old, is also a retired Boeing Machinist Union member.

Above District President Tom Wroblewski thanked the retirees for their contributions to our Union.

Photo right: Those attending were thankful for a bit of cooler weather from the 90 degree temperatures.

Below L to R: T.J. Seibert, Dennis Brewik, Ron McGaha, Loretta Bostwick, Jim Bostwick and Jim Hutchins enjoy the lunch.

Nearly 200 seniors packed the Seattle Union Hall to ask questions on the many health care reform bills and learn about the potential impact reform would have on their coverage.

An entire table was filled with desserts to satisfy any sweet tooth.

USI Page 9 September 2009 751 AEROMACHINIST
ATTENTION TO AD RULES

Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number. Members' "cottage industries" will be OK in ads, but no commercial ads. When using own phone for ads, include information required on regular ad blank.

Deadline For Next Issue Sept 14th

NEED LIFE INSURANCE? anxiety for tax-deferred growth, long-term care? Home? Give me a call. As a laid-off 751 member who is now an insurance agent, I can help you plan for retirement. Call me today at 425-466-1623, ask for Maureen.

LAKE TAPPS BACKFLOW. For all your backflow testing and repair needs. $5 discount for members. No discount for seniors and veterans. Licensed, bonded, insured - a service disabled, veteran-owned small business. Call 253-217-7551 or e-mail lakebackflowbackflow@comcast.net

STUDIO IV SALON & DAY SPA offers a wide range of spa services and highly trained staff $35 off any service for Aerospace Machinists members. Located in Auburn at 119’ North Main St. Please call welcome call 253-333-8671 for an appointment.

ENJOY YOUR WINTER MONTHS at Mesa Dunes Mobile Park, Mesa, Arizona, $1,300/month ($243/day) to move in – just a minimum stay. Call 480-333-7175 or 480-323-9392.

HELP US STOP HEART ATTACKS & STROKES! Proven, safe, effective natural solution to #1 killer in the world. Call 253-217-7551 or e-mail lakebackflowbackflow@comcast.net

EARN EXTRA MONEY P.T. National nutritional company is looking for motivated people to promote their product. Full-time position. Free info 1-800-469-4032 (24 page message)

HEALTH ALERT! Male impotence, vision problems, chest pain, high cholesterol and high blood pressure may be a thing of the past. Free report call 1-800-306-4146

NEW WEIGHT LOSS BREAKTHROUGH! Lose up to 10 lbs per week without dieting For free product sample, call 1-800-687-3701 (24 hr message)

COUNTRY BURGER – 7 Lakes area now has a delicious burger featuring daily specials and BBQ specials Friday, Saturday and Sunday. Fresh hand-made snacks, specialty burgers and an outdoor dining area. 5100 Lakewood Road, Auburn, WA, 98002-6544

BEAUTIFUL ACCORDIAN, 3-row button, $1,800. 120-base piano accordion. $350. In search of older light one. Beauty beyond words! Call 252-226-9487

AXIOM M80, top line of open face, 2+1, 26" wafers. Like new – one has dent and other has small scratch but both perform as new; see website at www.axiom.com. Used Only about 5 months. Cost $425. Sell for $600 free shipping in new boxes. Call Darrel at 253-852-2131 9 am – 5 pm.
AEROSPACE FORUM for a Stronger Future

Continued from page 3

the Boeing Co. will rescue this program and they started it.

“Why rescue this program, the 787?”

Boeing has been entered into the tournament for leukemia and lymphoma research. The District Council voted to donate $5,000 in Jimmy’s name to an upcoming Union Sportsman’s Alliance sporting clay event that will be held in the Puget Sound region in Mid-November as a fundraiser for leukemia and lymphoma research.

The panelists urged senior citizens to speak out on issues that are important to them, like eliminating the “donut holes” – the gap in coverage that occurs once they spend more than what’s allowed on prescription drugs each year under Medicare Part D.

“On this and any other point, you need to be heard from,” said Loud. “Speak up now, while they are paying attention. Don’t just sit back and watch. That will have millions and millions of dollars.”

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"On this and any other point, you need to be heard from," said Loud. "Speak up now, while they are paying attention. Don't just sit back and watch. That will have millions and millions of dollars."
Lockheed Flight Specialists Ratify First Contract

Flight service specialists with Lockheed Martin Automated Flight Services Stations (AFSS) have ratified their first Union contract.

The AFSS workers voted nationwide in April to join the International Association of Machinists, and they approved their first contract in an election overseen by the National Labor Relations Board in late August. The new agreement establishes guaranteed annual pay raises, defined seniority rights, an effective grievance and arbitration procedure and much more.

About 750 workers are assigned to three hubs and 17 smaller offices nationwide that provide a variety of services to the general aviation community, including weather updates, flight plan filing, search-and-rescue and other support services.

Ten AFSS personnel work at the Lockheed Martin facility at Boeing Field in Seattle. They will join District 751 and will be integrated into an existing Local Lodge.

The Machinists worked with AFSS over the last several months and the company has agreed to a growth pattern that makes good business sense, said District 751 Executive Director Tom Wrobleski.

"It’s the new business model that the Machinists have had the opportunity to work with," he said. "It’s been very positive." Wrobleski continued. "Now I’m taking a leadership role. Everyone has been very positive."