

DISTRICT 751 AERO MECHANIC

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TAKING ON TMX

Saving Work From Offload

Thanks to a united effort by IAM Work Transfer Reps, Union Stewards, and an IAM Business Rep, over \$1 million worth of work will continue to be done in the 17-45 building in Auburn by 751 members. Boeing was considering permanent offload of this work to TMX Aerospace – a supplier that 751 is attempting to organize.

This work package, which involved raw material inventory, cutting, processing and storage, will preserve an estimated 20 IAM jobs at Boeing (i.e., saw operators, crane operators, forklift operators). When the facts were examined, our members proved we were the best value, and it wouldn't have made good business sense to have TMX perform this work package. Yet, without the Union contract, the work would have been moved without regard to potential costs to Boeing.

Stewards alerted Business Representative Emerson Hamilton to Boeing's plans to send the work out. "Last November, Boeing sent a bulletin to all employees in the 17-45 building announcing plans to move raw materials stores from the 45 building to TMX. The work was to be moved by April 2006. Management was so sure the work package was moving, they started to get rid of racks and machines," recalls Business Rep Emerson Hamilton. "Since the announcement involved offloading, I immediately contacted our IAM Work

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L to R: Norman Parvu, Emerson Hamilton, Mike Dedominces and Sherrie Williams examine some of the work our members will continue to do after they proved to be the best value. The work had been slated to be offloaded to TMX.

Union Delivers Justice and \$50,000

Scott Clark found out how valuable a Union is after being illegally terminated from TMX Aerospace. This Boeing subcontractor, which the Union has been trying to organize, learned they are not above the law. Thanks to Union efforts, TMX was forced to pay Scott Clark (a former employee) \$50,000 to right their injustices. The National Labor Relations Board (NLRB) ordered the payment in response to unfair labor practice charges filed by the Union.

Every step of the way, the Union was there to help



Scott Clark (l) (former TMX employee) thanks 751 Organizer Jesse Cote for Union assistance, which delivered a \$50,000 settlement from TMX and for help in securing him a better job.

and ensure workers' rights were protected. Scott has learned first hand it pays to be Union and that the Union is there to back you up – even if you are not a member.

"The Union was a tremendous help not only with the NLRB charges and settlement, but they printed up my resume and sent a mass mailing to almost 200 companies, which helped me land a new and better job," Scott declared. "It has been amazing the amount of resources used on my behalf. Throughout this ordeal, I worked hand-in-hand with the Union's attorneys to overturn this injustice. That is part of the benefit of having a Union. If the Union represented TMX employees, they would have that same coverage. People should not be afraid of standing up for what is right because right will win."

"Even though I am not a member of the IAM, they offered all this help with no cost to myself," Scott added.

Under the National Labor Relations Act (NLRA), American workers are guaranteed the right to form or join a union. The NLRA also makes it illegal for an employer to interfere with, restrain, or coerce employees who exercise that right. Yet it is amazing the tactics a company will use to keep their employees from gaining a voice. This is just one example of how the Union is there to help employees throughout the process and stands up for the workers.

Employees at TMX contacted the Union several

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Aviation Maintenance Technicians Revised After Members' Input

As members on the flight line learned details of the new Aviation Maintenance Technician jobs, most currently working in the jobs were satisfied with the outcome. Following ratification of the contract, the Union has worked hard for months with their Company counterparts to address all issues members identified over the new jobs while trying to turn an agreed-to theory into reality.

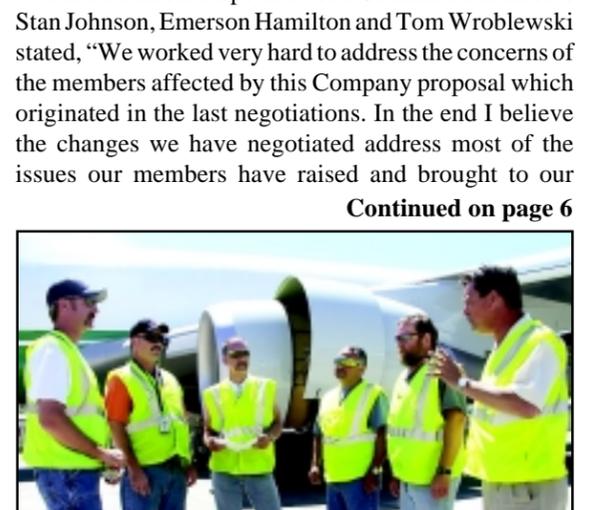
Membership input was sought at various meetings, through surveys, through the AMT website, from Union Stewards, as well as other sources.

The intent all along has been to communicate with impacted employees and to be able to answer their questions prior to the implementation.

A top concern was requiring current field employees to obtain an A&P license to get into the new jobs. With the revision, current employees are grandfathered into the new jobs. Also by incorporating all current employees into the new AMT job, seniority continues to be a factor in these positions during times of surplus. The Union ensured that no one lost pay as a result and most will see an upgrade – besides getting additional compensation for those holding an A&P license in the new AMT jobs.

IAM Business Reps and Jobs Committee members Stan Johnson, Emerson Hamilton and Tom Wroblewski stated, "We worked very hard to address the concerns of the members affected by this Company proposal which originated in the last negotiations. In the end I believe the changes we have negotiated address most of the issues our members have raised and brought to our

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On the Everett flight line: L to R: Spencer Burris, James "JR" Robertson, Donald Knudson, Scott Karelsen, Jeffy Magers and Business Rep Stan Johnson discuss the new AMT jobs.

Highlights of AMT Agreement

- ✓ Goes into effect August 11, 2006
- ✓ All current field employees reclassified into 3 new jobs
- ✓ New jobs are grade 9 AMT
- ✓ Grade 8's upgraded at implementation
- ✓ Grades 9, 10 and 11 move to new job. No change in grade
- ✓ All field employees paid \$0.56 premium per certificate (up to \$1.12 for A&P)
- ✓ No requirement for current field employees to obtain an A&P
- ✓ A&P required for new hires and Cat C
- ✓ For info, see Boeing internal web <http://dftmo.web.boeing.com/amt/AMT.html>



A Hard Line

New owners at Cummins NW forced strike at four locations. Lines are holding strong.

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A Chance to Move

ERT system offers members at Boeing an opportunity to transfer

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A Scholar Among Us

Eunice Lee, daughter of 751-member Isaac Lee, is one of the 2006 IAM Scholarship recipients

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REPORT FROM THE PRESIDENT

The Union Is Working for You On All Fronts

by **Mark Blondin,**
District President

Negotiation Update

Members at Cares of Washington recently ratified a new contract. I appreciate the efforts of Zack Zaratkiewicz, Jesse Cote, and Jim Bearden in negotiating the ratified settlement. The members at Cares did a great job, as well, and they provide such a valuable, needed service to others in our communities.

The Union also had a settlement at ASC Tooling in Spokane. I applaud the strength of the members who rejected the Company's initial offer by over 90 percent and were prepared to strike. The Company revised the offer to more adequately reflect the issues of our membership, who ratified it by 72 percent. Great job by Business Rep Paul Milliken and the negotiating team.

We are on strike at Cummins NW, LLC in four locations. Our members have taken the tough stance, and it is the right stand. The new owners seek to eliminate their pension plan, take away seniority, replace the IAM Medical Plan, and get rid of the Union. They have committed numerous unfair labor practices (ULPs). I am sure that all of the



nearly 20,000 members of our District stand with these members and their families. I have spent several days with our members at Spokane and can assure you their resolve is strong.

At the Boeing Plants

Recalls are continuing at Boeing. Projections show some jobs may exhaust the Category A recall list by year's end. This means Boeing will look to other sources to fill those positions – creating opportunities for our existing workforce to transfer. Members need to start the ERT process now to be prepared. Meet with a QTTP Advisor and map out a plan. You can schedule an appointment with a QTTP Advisor by calling 1-800-235-3453.

If you have new hires in your shop, take the time to welcome them to the Union and explain the hard won benefits we enjoy. Let them know we stood together to ensure retiree medical would be there for them. Very few payrolls still have this benefit, which makes it even more valuable.

A reporter recently asked me to comment on the Share Value payout. I explained it is not a gift, but something that was negotiated and earned by our members. Boeing does not give anything that is

not in the contract (even though they could). The reporter asked why the IAM did not receive the recent Employee Incentive Program (EIP) payout earlier this year. I responded because Boeing took it off the bargaining table when we refused to sell out the new hires on retiree medical or sell out Wichita with the economic package or turn our backs on the machine shops. I asked him to come back and do a story when our members receive the \$3,000 lump sum payment on December 1.

I want to thank the Union Jobs Committee (Tom Wroblewski, Stan Johnson and Emerson Hamilton) for continuing to push to get revisions to the new Aviation Maintenance Technician job so that members' concerns are addressed. I also want to thank the members who took time to give input into the process. Your feedback made a difference on the final outcome.

Union efforts were able to keep an Auburn work package in-house that was slated to be permanently offloaded to TMX. When the facts were examined, our members were the best value. Keep in mind, TMX is one of the aerospace suppliers we have been trying to unionize. If we can help those employees obtain a living wage with decent benefits, perhaps it will not be as tempting to offload our work.

Importance of Organizing

The Union was able to help Scott Clark, a former TMX employee who was unjustly terminated. TMX is a venomous employer that has disregarded the law when it comes to employees' rights to form a Union. Scott has seen the value of Union representation and hopes his former co-workers have the courage to stand up for their rights. The Union will be there every step of the way. Unions are the only way employees can stand up to a Company and make their voices heard.

Thanks again to the generosity of our members in supporting Guide Dogs of America. The outpouring has been incredible. Members at Triumph in Spokane have done a great job, as well. Because of your generosity so far this year, we can change the lives of five visually-impaired people.

Apprenticeship Gets Laid-off Members Back on the Payroll

Last year, the IAM/Boeing Apprenticeship Committee opened up their application process to include our laid-off members who have been on the active payroll within six years of the application period. The Union had pushed to get this change to provide our laid-off members another avenue to return to the payroll.

Many laid-off members jumped at the chance. As a result, nine of the 15 members in the current apprenticeship class have returned from layoff.

District President Mark Blondin spearheaded the idea and pushed Boeing to do the right thing and offer the apprenticeship to our laid-off members.

Stuart Holm had been a Tool and Die Maker at Boeing since 1989. His job was decimated with layoffs and he found himself going out the door in February 2001. Since the Tool and Die Maker was the only job he held, he had limited options to return to Boeing. It looked doubtful that he would ever get recalled to his Tool and Die Maker job. When he heard about the apprenticeship program, he jumped at the chance.

"It was a way to get back in the door. This was a good avenue, and I'm glad it was available," remarked Stuart who returned to the active

payroll in May. "I'm in the Cellular Machinists program, which is a new concept for Boeing. I've gotten good feedback and am glad to see Boeing getting back into the apprenticeship program. It makes you feel like there is a future."

Business Rep Paul Knebel, who has served many years on the IAM/Boeing Apprenticeship Committee, sees the recalls as a win-win. "Stuart is a journeyman coming into the apprenticeship. It gives the Company a better quality candidate and graduate and gives our laid-off members one more way to get back on the

Boeing payroll," Paul noted.

Robert Mahan is another member who returned from layoff to enter the Electronic Maintenance Technician Apprenticeship. He noted, "I figured I might not get recalled to the Material Tester job so I applied for the apprenticeship."

For information on the apprenticeship program, visit: <http://apprenticeship.web.boeing.com>



Above: Local C President Chuck Craft (l) and Business Rep Paul Knebel (r) welcome Stuart Holm back to the payroll.



Photo Left: Robert Mahan (2nd from left) receives his apprentice badge from Chuck Craft, Sherrie Williams and Paul Knebel.

Hourly Members Wanted to Serve as ECF Trustees

August is the month for members of the Employees Community Fund (ECF) of Puget Sound to apply to run for a position on the Board of Trustees. Four positions will be open in January.

Trustees administer the general fund to help the commu-



nity. The employee and manager must make a two-year commitment, the length of the trustees' tenure. Trustees carry out ECF business part-time on-hours, although some off-hours work is necessary. Required business skills include organizational skills, the abil-

ity to communicate verbally and in writing, analytical skills, computer skills and the ability to critically evaluate complex information.

If you are interested in becoming an ECF Trustee, call Colette Ogle at 206-655-6987 to receive an application in August.

District Lodge 751, International Assn. of Machinists and Aerospace Workers

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Zack Zaratkiewicz

Tom Wroblewski

Emerson Hamilton

Stan Johnson

Paul Milliken

Ron Bradley

Jimmy Darrah

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- 9125 15th Pl S, Seattle; 206-763-1300
 - 201 A St. SW, Auburn; 253-833-5590
 - 233 Burnett N., Renton; 425-235-3777
 - 8729 Airport Rd, Everett; 425-355-8821
 - 4226 E. Mission, Spokane (509) 534-9690 or 1-800-763-1305
- Toll-free to Seattle from:
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751 AERO MECHANIC

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TMX Offload Stopped in Auburn

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Transfer Reps Sherrie Williams and Larry Kuebler to investigate the matter.”

Section 21.7 of our contract requires the Company to give the Union 180 days' notice of any potential offload. During the 180-day period, our Work Transfer Reps assess whether there is a legitimate business case for sending work outside or returning it to our hourly workers. In addition, IAM Work Transfer Reps work together with Boeing to ensure all details and figures are correct and can also propose viable alternatives that may have been overlooked in the past. This basically provides a check and balance process and demonstrates a “working together” effort.

IAM Work Transfer Rep Sherrie Williams noted, “Management initially planned to send the work out under Letter of Understanding #37 (Material Delivery). As soon as 21.7 was brought to the attention of higher management, the Company immediately complied and worked with us per 21.7 and PRO 1975.”

As the elements of the business care came together, it was soon realized it was more cost effective to have our members perform the work. In fact, even with an assumption that TMX could reduce costs each year, our members were still the best value. Yet Boeing would not have realized this without going through our contractual process.

Our members did an outstanding job of gathering facts and data by participating in an Accelerated Improvement Workshop (AIW) and streamlining their process. The shop consolidated much of the work, reduced inventory and identified where they had been ordering too much raw material.

“Before we were told to have so much material on hand, even if it didn't



Business Reps Emerson Hamilton (l) and Mark Johnson (r) inform Jim Kakuschke that the offload has been cancelled. Kakuschke was one member who would have been impacted.

make sense. In some areas we had material sitting there for 10 years and would have to blow dust off it before we could use it. Management felt the inventory was too costly, but it was a management decision,” noted 751-member Mike Dedominces.

While Boeing held a crew meeting and sent a bulletin to announce the offload, the decision to keep the work was more low key – simply spread by word of mouth rather than in a big meeting.

Additional pressure was placed on TMX when District 751 began an organizing effort to improve the pay and benefits for TMX employees. Much of TMX's workload had been done by our members at Boeing in the past. TMX employees make nearly half the wages, work long hours, pay higher medical costs and have no pension. Yet even with TMX paying lower wages and benefits, they could not compete and our members were still the most cost effective.

The Union will continue to put pres-

sure on Boeing to keep the work in the hands of our members, as well as striving to organize area subcontractors. By improving the wages and benefits at area subcontractors, it is less tempting to offload our work, raises the standards for other workers, and keeps our communities growing.

751-Steward James Kakuschke, who could have been impacted by the offload, noted, “I'm glad the Union was there to help Boeing make the right decision. The process opened my eyes to the possibilities of QTTP. I took classes to prepare for another job, but am thankful the work will stay here.”

This is just one of several Work Transfer Proposals that was cancelled once the business case showed our members were the best value or an external supplier could not beat our cost. Other potential offloads that were cancelled recently include 737 upper stringers, regrind of small single margin drills, 737 spar webs, 737 upper skins, 737 and 777 lower “T” cords, and 737 OSU Lattice Rails.



Free 751 Day at Pacific Raceways

Machinists Union members have a chance for free tickets to a major racing event at Pacific Raceways on the weekend of August 19 and 20.

The Machinists Appreciation Day is a thank you to all who took part in the discounted weekends that helped raise money for Guide Dogs of America earlier this year.

Simply wear a Union shirt or show a Union logo and you can get in the gates free of charge. Union stickers are available at all Union offices, which will get you in the gate.

The free weekend for Machinists members is the Bret Chevrolet '100' Stock Car Challenge, which will feature thundering stock cars, GT-1 and SPO Legal Ground Pounders from all over the West Coast.

Many 751 Union members regularly race at Pacific Raceways.

Special thanks to member Curt Thorfinson, who helped put together the event, and noted “We have so many members who enjoy racing. They can bring their entire family to the event for free. It is a nice way to recognize their Union membership and also have a day at the track.”



Union Comes Through for Worker Unjustly Terminated at TMX

Continued from page 1

months ago in hopes of improving their working conditions. Keep in mind TMX Aerospace performs work our members did in the past at the Auburn Boeing plant for less than half the wages and benefits. Overtime at TMX is rampant with much of it mandatory. TMX workers regularly work up to 70 hours a week to keep up with the high volume of work – creating a very stressful work environment. Verbal abuse from management happens on a regular basis and threats and scare tactics are the management style of choice.

Immediately after TMX learned of the unionization effort, they began to intimidate, threaten and even fire employees to keep the Union out and avoid having to put their workers' wages and benefits in writing. The Union immediately countered by filing charges with the NLRB to stop the illegal activity.

Scott is still shaking his head at what happened. He first heard of the organizing effort when the Union was handing out literature in front of TMX. Management firmly told employees not to talk to or accept anything from the visitors. Scott still didn't know it was the Union until a TMX driver told him who was out front.

That night, two Union organizers visited his home. After listening to the information, Scott signed a Union authorization card because he felt it was the best way to improve the conditions for TMX employees. He also committed to attend a meeting at the Union hall on Sunday,

which he did.

He went to work on Monday, attended an all-hands meeting where employees were requested to voice their concerns on paper. Tim, the plant manager at the time, said it was for his eyes only.

Scott took the opportunity to give his ideas and signed it. He also sent an e-mail referencing that document and suggested certain things that could be changed in how they treat employees.

“ People need to realize the Union is there for them. Without help from the Union, a single employee is powerless against a large company...It is a shame the company has TMX employees so fearful. They should not be afraid to stand up and help themselves and should be able to expect decent treatment, living wages and proper family time off. ”

-- Scott Clark

He noted he was not in a position to make those changes, only management could and worded the e-mail very respectfully.

On Tuesday morning, Scott was shocked when he read an angry response that asked what he knew about running a business. Tim, the plant manager, had also copied in his manager, George. Scott carefully considered how to respond before sending a reply to all on Wednesday morning that he had lost respect and probably any chance for promotion and apologized for giving his input.

“At 9 a.m. on Thursday, I received an e-mail from George saying I did not lose

respect, and he hoped I put in for two positions that were open. Four hours later at 1 p.m., Tim (the plant manager) stated I was terminated for bashing management and for violating rules of conduct for solicitation of person/private business,” stated Scott.

Four days after showing up at a meeting at the Union Hall, he found himself terminated. Scott was a stellar employee that TMX previously saw as a potential

future manager. The company was paying for his college. Despite working massive overtime, Scott managed to attend college full time and maintain a 3.7 grade point average.

“I had not initiated contact with the Union. Considering how management treated people, I saw no reason why the Union should not be there,” Scott noted.

Yet TMX continued to break the law even after they terminated Scott. The TMX attorney tried to bargain directly with Scott for a settlement of the unfair labor practice charges. Scott had access to the Union attorneys to advise and

counsel him on the settlement offers to ensure he was protected.

Ironically, the class he was taking in college at the time of his termination was Issues in Management.

“People need to realize the Union is there for them. Without help from the Union, a single employee is powerless against a large company,” Scott encouraged. “God help the TMX employees without the Union. It is a shame the company has TMX employees so fearful. They should not be afraid to stand up and help themselves and should be able to expect decent treatment, living wages and proper family time off.”

Scott's settlement included \$8,000 for back wages including overtime; \$30,000 in lost tuition reimbursement and \$12,000 in general damages.

While TMX has settled many of the unfair labor charges in regard to Scott Clark, there are many other charges still pending and they continue to try to intimidate workers to avoid the Union. The Union remains committed to stand by these employees and help them in their plight to improve their working conditions.

751 Organizer Jesse Cote noted, “I'm glad we were able to make things right for Scott Clark, but as far as I'm concerned it is not a victory because TMX workers are still in there working for those wages and benefits – it is a real American sweat shop. The only way for true justice on the job is a Machinists Union contract.”

EASTERN WASHINGTON

On the Line at Cummins for a Union Future

Machinist Union members are standing strong as they take on Cummins NW, LLC in an unfair labor practice strike at four different locations: Renton, WA; Spokane, WA; Portland, OR; and Pendleton, OR. New owners forced a strike and members have been walking the line since July 7.

Problems arose when the company was sold at the end of March and new management tried to use it as an opportunity to break the Union—even going so far as to tell the employees it is going non-union. When management demanded a whole new contract (rather than using the previous one as a starting point), Union negotiators decided a united front and bargaining together was the best strategy to fend off this assault on workers. In the past, workers at all four plants had separate contracts with varying expiration dates. In addition, Teamster Union members at each location also walked off the job and have been on the picket lines **with a ULP strike of their own.**

Just a few of Cummins illegal tactics include:

- Changing the terms and conditions of the employees without negotiating with the Union.
- Repeatedly failing to supply re-



Retired member Keith Smith has diligently manned the Yakima line.

quested information.

- Has interrogated its employees.
- Bargaining directly with employees rather than the Union's negotiating committee.

Following is just a sample of what Cummins has proposed:

- Eliminating the pension plan (which had been there for decades) and replacing it with a 401K (with no employer match).
- Replacing IAM Medical Plan, which has been in

place for years, with a company plan that shifted much more of the cost onto the employees.

- Eliminate Union security provision.
- Take away seniority so Company can layoff whoever, whenever they want.
- Provide management the ability to reduce pay if a person receives a corrective action memo.

This is a stable workforce with most members working at Spokane having at least six years at the Company and several have been there over 30 years.

Cummins has tried to entice strikers to work at other plant locations. As a result, the Union put up pickets at the Yakima plant and in Alaska to discourage such activity and let other facilities know how they treat their employees.

Machinists member Jesse Frogner noted, "We still had four years on our current contract. But when they changed owners, they basically said it is our way or the highway. We had no rights after the sale and a strike was our only option."

A mediator met with both sides on several different occasions, but as of yet the meeting have not produced any results. In Spokane, several customers have pulled work out of Cummins and refused



Left: Members on the line at Cummins Pendleton, Oregon plant.

Below: Strikers on the Spokane Cummins line are joined by District President Mark Blondin, Business Rep Paul Milliken and Ed Rittenberg, Staff.



to cross the picket line – proving we are making an impact.

Member Ted Hogeweide added, "Cummins wants to control your life until you die. I thought slavery went out a long time ago."

751 Business Rep Paul Milliken noted, "Every roadblock they have raised on our pension or health care has been cleared up, but the Company simply chooses not to participate in these plans – even when there is no liability to the

company with the pension plan. It is about control and breaking the Union."

Members at all four locations are holding strong, along with fellow strikers in the Teamsters Union. This employer was going to take on the Union only under their terms, one location at a time. This strike is the *only way* to save members' pensions and preserve the Union shop!

Renton: 811 SW Grady Way
Spokane: 11134 W. Westbow
Pendleton OR: 223 SW 23rd St.

The Value of Union Membership

Members at Cummins NW in Spokane have already seen the value of Union membership and understand the importance of fighting to keep the Union. Prior to the new owners, several Cummins members in Spokane received arbitration settlements that ranged from \$6,000 to \$14,000.

Member Mike Heydt, who no longer



Mike Heydt received nearly \$14,000 to resolve a pay issue at Cummins.

works at Cummins, received nearly \$14,000 in back pay to resolve a pay issue. Cummins hired him under the apprenticeship wages, but did not have him enrolled in the apprenticeship program, which would have put them over their apprenticeship ratio. As a result, Cummins paid the difference between the apprenticeship rate and the journeyman rate.

Members at Alcoa Wenatchee Approve New Contract

On June 22, Machinist members working at the Alcoa plant in Wenatchee ratified a new contract. The four-year national agreement covers 9,000 workers in 10 states, including our Machinists Union members at Alcoa's Wenatchee Works plant.

The new contract contains:

- Average 2.6 percent annual wage increases.
- \$1,500 ratification bonus.
- Maintains a single health care insurance plan for all workers instead of the multi-tiered plan the company proposed.
- Pension increases.
- Increases in weekly sickness and accident benefits.

- Additional protections against contracting out work.
- Increase in life insurance and accidental death benefits.

The agreement also beat back the potentially devastating effects of the cap on retirees by negotiating millions of dollars into a fund to cover retiree health care costs. In addition, the Union prevented Alcoa from implementing a two-tier system for new hires – the new agreement ensures new hires remain on the same health plan as other employees and also allows new hires to participate in Alcoa's defined benefit pension plan – rather than just taking part in a 401K as Alcoa had proposed.

"The negotiations went down to the wire, but we were able to defeat the concessions Alcoa was originally demanding and get a contract members could support," reported Local 1123 President Mike Bratton, who took part in the negotiations as part of the Wenatchee Aluminum Trades Council. "We also got a contracting out agreement that there would be no layoffs because of a job being subcontracted. If it is done by our people, it will remain with our people. They can only contract out new construction."

Members at the Wenatchee Works had been working under a modified labor agreement since the plant restarted aluminum production in December 2004, after it had been idled in 2001 because of soaring electricity prices. With the ratification of this agreement, Wenatchee Works employees are again covered entirely by the nationwide Master Agreement.

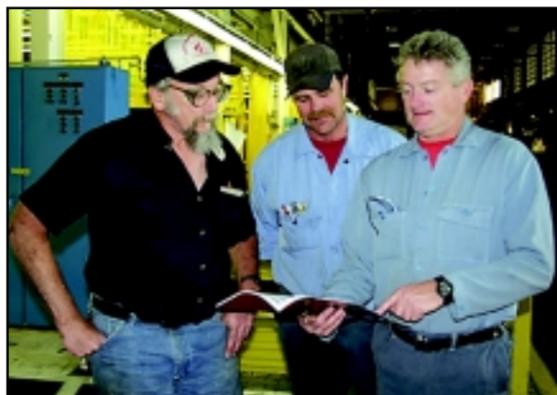


Members from ASC Tooling count ballots on July 10. Members ratified the revised contract by 72 percent after initially voting to strike by 93 percent.

Contract Ratified at ASC

Members in Spokane working at ASC Tooling ratified a new contract by 72 percent on July 10. Members stood their ground throughout the bargaining process and used the threat of a potential strike to get ASC to change its original offer. Initially, members voted 90% to reject ASC's original offer and the percentage voting to strike was even higher (93 percent). When the Union contacted the Company about putting a portable bathroom out front for the picketers, ASC decided members were serious and came back to the table.

Members at ASC wanted to be treated fairly. Members got the company to retreat from a proposal that would have allowed ASC to change the health coverage at any time and would have required employees to pay significantly more than their fair share. Highlights of the ratified contract include a General Wage Increases in each year of the contract, maintaining health care, increase company dollar matching limit for 401K, and additional vacation after 20 years.



L to R: Jon Bolm, Jim O'Brien and Mike Bratton review details of the new agreement for members at Alcoa's Wenatchee Works plant.

EASTERN WASHINGTON

Triumph Members Talking Issues for Negotiations

On July 18, members at Triumph in Spokane on both first and second shifts turned out for a solidarity barbecue and the chance to meet with Union leadership in preparation for negotiations next year.

Special thanks to the Stewards and members who worked to organize the event. Members appreciated the opportunity to talk with Union officials. District President Mark Blondin and Secretary-Treasurer Susan Palmer, Organizer Jesse Cote, and Business Reps Mark Johnson and Tommy Wilson attended the events. These members recently completed their first negotiation survey.

When Triumph notified Stewards the event could not be held on Company property, Stewards quickly found room off of company property. Virtually all of the IAM brothers and sisters marched out to attend the event on first and second

shift. Some SPEEA members and non-represented employees also stopped by to wish us well.

Member Gary Swarts thanked the stewards for sponsoring the barbecue and added, "It reaffirmed Mark Blondin's unwavering commitment to our upcoming contract negotiations and proved that the entire Union staff is supportive. To Union staff and all the participating IAM brothers and sisters, I salute you and your efforts to keep working class jobs and benefits in Spokane."

Chris Tiner, a second shift Steward, noted, "We had full participation from second shift. Everyone appreciated the chance to meet Mark Blondin and other reps. It helped educate the new hires and was a great show of support."

Doris Wells, who works first shift, noted, "I'm very pleased with the representation and support for both shifts."



Above: Business Rep Tommy Wilson and District President Mark Blondin talk with first shift Triumph employees about their issues. Nearly all employees came out for the event during lunch.



Above: Business Rep Mark Johnson listens to a member's concerns.



Second shift employees of Triumph were glad to get the chance to meet Union officials. Many are new hires and this is their first experience with a Union and contract negotiations.

Photo right: Triumph members outline their top issues to Secretary-Treasurer Susan Palmer.



Reichert Declines Forum, as Democrats Take Strong Stand for Workers

Congressman Jay Inslee (D-1st) and Democratic congressional candidate Darcy Burner reaffirmed their strong support for federal labor law reform to restore the freedom to form unions at a community forum in Bellevue. Both also expressed their commitment to pursuing trade policies that protect workers and the environment, and fixing the myriad of problems with the Medicare Part D drug program.

Burner was a surprise guest at the "Conversation With Your Congressman" public forum hosted by the Washington State Alliance for Retired Americans. U.S. Rep. Dave Reichert (R-8th) declined an invitation to attend the event, which was held near the border of his and Inslee's adjoining districts, but Burner jumped at the chance to address her potential constituents and explain where she stands on the issues.

Forum moderator Art Boulton, President of the Washington State Alliance for Retired Americans, said, "Given the important working families issues before Congress, it is frustrating that citizens have such a difficult time figuring out where their member of Congress even stands on those issues. We hosted this 'Conversation' so that we can get past the sound-bite friendly talking points and really give the community a chance to learn about these important issues."

The event was co-sponsored by Washington Citizen Action, the Washington Tax Fairness Coalition, and the Washington State Labor Council, AFL-CIO.

Offshore Outsourcing

751 Political Director Larry Brown described the effect of Boeing's increased outsourcing to nonunion and overseas contractors as "eating seed corn instead of planting seed corn." He showed a series of diagrams which highlighted the dramatic reduction in the portion of jet parts being fabricated in-house by the Company's own workforce throughout generations of planes, from the 737 Classic to the new 787 Dreamliner.

"Our membership has been cut in half... largely due



751 Political Director Larry Brown (standing) took part in a panel on outsourcing. Seated L-R: Congressman Jay Inslee; moderator Art Boulton, President of the Washington State Alliance for Retired Americans; and Darcy Burner, Democratic candidate for 8th Congressional District.

to outsourcing," he said, adding that this has harmed not just Boeing families, but entire communities. "Many of our members who once were social service contributors (through paycheck contributions to the United Way and other charitable organizations), are now social service dependents."

Brown said that the solution lies not in protectionist efforts to prevent the flow of capital and contracts overseas, but in responsible international trade agreements that respect human rights and level the playing field for American workers to compete. "We have to support trade agreements that allow workers in all countries to earn a living wage."

Inslee outlined five things that must be done to address "one of the most challenging issues I've had to deal with in Congress." They are:

- Promoting responsible trade agreements that respect workers rights and the environment, unlike the Central American Free Trade Agreement, which he voted against last year and Rep. Reichert cast a decid-

ing vote to approve;

- Aggressively confronting Europe regarding its unfair subsidization of Airbus;
- Changing the U.S. tax code, which actually rewards companies that outsource American jobs overseas;
- Solving the crisis with our employer-based health care system, which puts U.S. companies at a disadvantage when most other nations provide universal health care; and
- Investing in an educational system that offers retraining opportunities for all displaced workers, regardless of their age.

Burner said that she has seen first-hand the dramatic impact that offshore outsourcing has had in her high-tech industry, and says that "investments in education and infrastructure are absolutely necessary to retain our competitive advantage." She added that issues like these explain why she decided to run for Congress in the first place: "I am running for Congress so that everyone who works hard gets the rewards they deserve."

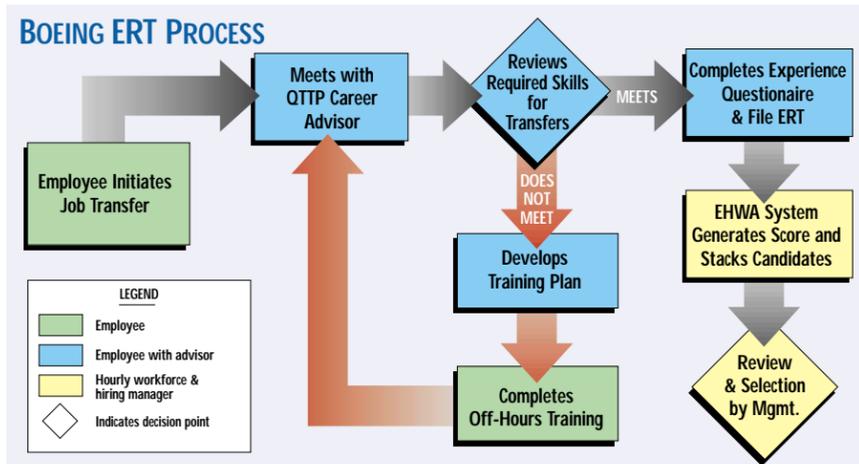
ERT Process Offers a Way for Members to Move to New Jobs

As the recalls continue, some jobs are getting close or have exhausted all members from the layoff list (Category A's) – meaning Boeing must look to other sources to fill these positions. This will create opportunities for members looking to transfer to different jobs or locations within Boeing, if they get the proper training and start the process now. In order to put in a Category C (Employee Requested Transfer - ERT) for IAM-represented jobs, there are several steps that must be followed (see chart right for overview). **Remember, it can take up to 12 months or more to complete the minimum training requirements.**

The IAM/Boeing Quality Through Training Program (QTTP) has been an integral part of the process and continues to work closely with employees looking to move. Keep in mind that Boeing Hourly Workforce Administration still owns the ERT process. QTTP Career Advisors support members in the process by assisting with career decisions, training options and filing of electronic ERTs.

Members wanting to file ERTs need to meet minimum requirements defined by the Skill Teams or take a challenge test if they already possess the skills. ERTs must be filed through a QTTP Advisor, who will work with the individual to document that the requirements have been met or help build a training plan to gain the necessary skills.

The QTTP Career Guides are a good resource to learn about all hourly jobs and can help employees make better decisions regarding their careers at Boeing. In addition, the ERT process will ensure you are considered for jobs you file ERTs for. The hiring managers are required to look at the



ERT pool for hiring candidates before they hire from outside the Company. Because of the training requirements, the lists will be shorter and employees will have a better chance of getting jobs they really want.

QTTP Locations and Contact Numbers

EVERETT:
Main North Office 425-342-9973
7710 Evergreen Way,
(Bldg 7-61)
Monday - Friday 7am to 4pm

Employee Dev. Resource Centers
40-22 Col E10 Advising available
M-F, 8am - 4pm

40-25.2 Col M10 Door 204M10
Advising available M, T, Th, F
7:30am to 3:30pm

40-56 Col A 2.5. Advising
available M-Th, 8am - 4pm

45-527 Trailer at Flight Line
Open by appointment

CENTRALSITE:
6840 Fort Dent Way, Suite 200
425-965-4300 or 1-800-235-3453

Seattle Corridor Advisor Schedules:
Flightline 3-801 Bldg., 2nd Floor,
Room 21D6 Tues & Wed, 8am-4 pm

PSD Location: 14-01 Bldg., EDRC,
Conf. Room 11D11
Mon & Thurs, 7am to 4 pm

DC: 9-101 Bldg., 2nd Floor,
Col. E21.5
Tues & Thurs, 6am to 4pm

Renton Advisor Schedules:
Final Assembly 4-82 Bldg.,
Mezzanine, Col. Q-2
Mon thru Fri, hours vary

Employee Service Center
4-82 Bldg., Col. J-7.5
Mon, 10am to 6 pm

Wings: 4-21 Bldg., 2nd Floor, Col.
A-14, M-F, 7:30am to 3:30 pm

737 Preflight: 5-08.2 Bldg.,
Cubicle 2E7-2
Wed, 8am to 4pm

AUBURN:
Office: 1102 15th St. SW,
Open Monday-Friday
7:30 am - 4:00 pm
17-239 bldg. 11D1 Room
106
Skill Center - Advising
by Appointment,
17-239, 11F3, Room 102

17-10.2 bldg. 23H2
Hours vary

FREDERICKSON:
24-206 bldg. (Trailer)
Open Monday-Friday
8:00 am - 4:30 pm
Career advising by
appointment

With QTTP resource centers located in nearly every plant, it is convenient for members to work with a QTTP Advisor. So far in 2006, over 382 members have utilized the process.

ERT System Works for 751 Members

Below are just a few recent ERT success stories.

Carolanne Steinbach

Carolanne Steinbach has 19 years with Boeing but during the recent surplus took a downgrade to a factory service position to stay on the payroll. Carolanne had utilized Education Assistance benefits for years working toward an AA degree in business. When the ERT program was developed, she began thinking about other careers at Boeing.

"The advisors made me feel good about making a transition. By working with the Career Advisors and taking classes, I was able to map out the necessary steps to move my career into a

whole new direction," stated Carolanne.

Through the ERT system, she transferred to a grade 5 Advanced Mechanic Composite Repair Position. Recently, she again used the ERT system to secure a Grade 6 Automated Shot Peen Operator position at Frederickson.

Cindy Pyper

Member Cindy Pyper wanted a new job that would provide her with new challenges. The Best Fit feature of the ERT program allowed her to match her skills and training to the qualifications of several other jobs and soon she had a new position.

Cindy declared, "My advisor went the extra mile. It was a really positive experience. We put together a resume and before long I had a new job! I'm really happy and

encourage others to pursue the many jobs that are available. There is no need to work at a job that you're not happy with...ERT; it's there to help."

Johnny Chen

Member Johnny Chen hired into Boeing with an A&P License and was working at Renton pre-flight before being laid-off in 2002. After getting recalled in 2005, he was reassigned to work on engines. He wanted to return to the flightline, so he followed the ERT process.

"If you want a new job, you must take the steps to make yourself qualified for the job. I had to take lots of classes for about a year, but it all paid off," remarked Johnny.



Carolanne Steinbach



Cindy Pyper



Johnny Chen

Hiring Process Begins for 787 Final Assembly

Current Boeing employees interested in applying for mechanic positions supporting 787 Dreamliner final assembly should begin the Employees Requested Transfer (ERT) process. Interested candidates can view the job descriptions for these positions (30804 and 31206) on the internal Boeing web at <http://union-relations.web.boeing.com/iamjobsearch.html>. In addition, QTTP has developed Career Guides that further describe the requirements for the job and can be viewed on the internal Boeing web at [ing on the candidate's current certifications. Contact the ERC at 425-267-5700 to register and attend an orientation that will determine the assessment sessions required.](http://careerexplorer.web.boeing.com/http://Employees wishing to file an ERT first must register and complete the 787 Manufacturing Technician Assessment. This 787 assessment will begin in September and will be administered at the Employee Resource Center (ERC) in Everett. The assessment calls for an off-hour time commitment and requires approximately 64 to 87 hours – depend-</p>
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Employees must bring to the orientation their current employee badge and training transcript. Because candidates for these positions must be able to use a respirator, employees should also bring a printout from Total Access of their current medical respirator user qualification. Employees without that qualification can start the process by providing Boeing Medical with a signed Respirator User Questionnaire form. Info on the hiring process for external applicants (including former Boeing employees) will be posted on the Boeing employment website later this summer. We want to give first preference to current Boeing employees. For more info, employees can contact QTTP at 1-800-235-3453.

Aviation Maintenance

Continued from page 1

attention. Members who have their A&P license, along with those who obtain it in the future, will now be rewarded for that specialized training. The majority of our flight line crafts will now receive upgrades as a result of this agreement, and the new job classifications to be installed provide added job security by seniority for our membership."

Overall, reports from members on the field were positive, and members were appreciative of the Union's role in addressing their concerns.

See chart on page 1 for a quick summary of the Revised Aviation Maintenance Technician (AMT) Agreement.

Following are some of the frequently asked questions regarding the new AMT jobs.

Q: Why were changes made to the original Memorandum of Agreement?

A: While our overall vision to grow and maintain a highly skilled, flexible and motivated workforce remains the same, we listened to employee feedback and concerns and found a way to improve the path to reaching the same vision. We value the skills, knowledge and experience of our employees and felt it was important to make a change that allowed us to better reach our goals.

Q: Is an A&P certificate required for the new AMT job codes?

A: Only for new hires and Cat C employees. There is no requirement for currently assigned field operations employees to obtain an A&P certificate.

Q: What grade is the new job code?

A: The new job code is a grade 9. However, current grade 10 and 11 employees will be laterally reclassified into the new job family codes.

Q: If I am a grade 8 today at maximum rate, will I receive the maximum rate for a grade 9 upon implementation?

A: No. Per Section 6.3 (c) of the Collective Bargaining Agreement, base rate increases after reclassification are \$0.56 for each labor grade. Therefore grade 8's will receive a \$0.56 increase.

Q: If I am a grade 9, 10 or 11 today, how does this job reclassification affect me?

A: If you are a grade 9, 10 or 11 today, the job reclassification will affect you in the

“**There's absolutely no way in five years of laying off members to protect the Union from a job title. I want to see that in job ass...**

“**Lots of people benefit from the get go. On a scale of 1 to 10, I would say it is a 10. A nice thing with the changes is if you do get an A&P license, it will affect your seniority.**

– Scott Karele



Business Reps Zack Zaratkiewicz (l) and Paul Keith Tyson, who recently moved to the field. He went through the ERT system to get the upgrade.

Maintenance Technician Jobs Revised

Following ways:
 You will still retain your current grade.
 You will be laterally reclassified into a new AMT job code.
 Your job responsibility will expand whether you have an Airframe and/or Powerplant certificate or not.
 If you obtain an Airframe and/or Powerplant certificate, you will receive premium pay of \$0.56 per certificate for a total increase of \$1.12, for an A&P certificate.

It is job security. It is much better. The way it was, fears they would have been of people. What they did is and ethically correct to people, and I applaud them for getting everyone into the I am now looking forward that we are all treated fairly assignments. We'll wait and see how it works out. ”
 – Jeffy Magers

Q: If I am a grade 10 or 11, the original premium pay included \$0.56 premium pay for my A&P certificate. How has this changed?

A: You will now receive a total of \$1.12 premium pay for an A&P certificate rather than a total of \$0.56.

Q: When do the new job codes go into effect?

A: They are scheduled to go into effect on Aug. 11, 2006.

Q: When will employees who currently have their Airframe and/or Powerplant certificate get their premium pay?

A: Field operations employees with an Airframe and/or Powerplant certificate are eligible for the premium pay on Aug. 11, the date the new job classifications go into effect.

Employees will be required to complete a premium pay request form that shows proof of the earned certificates. The form is available on the AMT web site.

Q: If I decide to get my Airframe and/or Powerplant certificate at a later time, will I still be eligible to get the premium pay?

A: Yes. The premium pay will be effective on the day you submit your certificate to your manager.

Q: Which job numbers will be eligible

for premium pay upon obtaining an A&P certificate?

A: Only employees classified in the AMT jobs are eligible for the premium pay. The AMT job numbers are 97109/10/11 (Field), C2709/10/11 (Flight Test) and 92309 (AOG).

Q: What is Boeing doing to help me obtain an A&P certificate?

A: An important first step in working toward an A&P certificate includes doing a self-assessment to get a detailed picture about the knowledge, skills and experience that one may have or not have. In order to help employees do a thorough self-assessment, we have a process in place that will utilize A&P certificated site focals trained to assist other employees in doing a successful self-evaluation. The process will help employees identify any next steps such as training or experience needed toward obtaining an A&P certificate.

Also, we have been working closely with local community colleges to identify ways of assisting any current field employees who may wish to obtain the training and experiences to obtain their A & P certificate. The local community colleges are working with Boeing to explore options to assist interested employees with schedule and location issues. Again, an A & P certificate is not, however, required for currently assigned field employees.

Q: Why do we have separate AOG, Field and Flight Test AMT jobs?

A: For the past 10 years, we have had separate Mechanic and Electrician job codes between the areas of Flight Test, Field and AOG. After evaluation, the Company has decided to continue the separation of job codes between Flight Test, Field and AOG operations.

AOG has unique requirements that include working at any location around the world with multi-model knowledge. Flight Test has specialized requirements including: work on experimental aircraft that requires instrumentation knowledge, multi-model knowledge and travel requirements.

Q: Previously, moving to an AMT job code was voluntary. Is it still voluntary?

A: No, all currently assigned field employees will be automatically reclassified to the new AMT jobs. Additionally, currently assigned field employees will not be required to obtain an A&P certificate.

Q: Was the IAM involved in the development and plan for these new job codes?

A: Yes. The IAM has been involved in the evaluation and determination of these new job codes and continues to work with Boeing on implementation and transition. The Union brought forth many issues members had identified and worked to resolve them so the members would be satisfied with the outcome.

Q: Why are the AMT job codes being established?

A: This is part of an overall effort to increase efficiency across the Field Operations job functions by streamlining and merging the right skill sets needed to support those functions. Additionally, these new AMT job codes align our aircraft maintenance and inspection personnel with industry-wide aircraft maintenance professionals.

Q: Who will be affected by these new job

“ I think it was the fairest way they could do it. Getting an A&P license is a big investment and grandfathering the existing people is a smart thing to do. ”
 – James “JR” Robertson



IAM Jobs Committee Chair Tom Wroblewski (center) talks with members Richard Gilliam (l) and Chuck Tarimel about the new AMT jobs. Chuck used the ERT system to recently transfer to a field job. Richard, who has worked the field for years, noted, “I think anyone with an A&P license is more dedicated to the aircraft and products rather than it just being a job they do. They have put in the extra time and effort.”

codes?

A: The new AMT job codes apply to currently assigned Field Operations employees covered under the IAM/Boeing Collective Bargaining Agreement who work in both Military and Commercial Field Operations in Puget Sound and Edwards Air Force Base, California.

Q: Are there new job descriptions for the AMT job codes?

A: Yes. They will be available on the AMT web site after July 24.

the Category A employees in the existing jobs today on the Field?

A: As agreed upon during negotiations with the IAM, employees with Category A rights in the respective job codes for Field, Flight Test and AOG, will be recalled prior to the exercise of ERT applicants into the newly created Aviation Maintenance Technician job codes. Once Category A's are recalled from the existing job codes identified earlier, the normal ERT process will apply.

Q: What will happen to Category C em-

“ I was impressed with the final presentation. I assumed most people would be a grade 8 and have to get an A&P to get the upgrade, but everyone is a Grade 9. If people have the initiative to get an A&P, they get an additional \$1.12 an hour. I got my A&P license years ago. At first I questioned the ERT system, but I took the classes and showed the process works. ”
 – Keith Tyson

Q: What are the biggest differences in these new job codes?

A: Primarily, the new AMT job descriptions include duties and responsibilities that encompass aspects from each of the current Field Operations codes, including inspection.

Q: Why has the role of inspection been included in the new job responsibilities?

A: Inspection is a key element in the new AMT job descriptions. As part of our overall strategy to embed quality in all our jobs and processes, employees will ultimately have the ability to inspect and sign-off certain aspects of their own work. This inherently improves efficiency and accountability within the job responsibilities.

Q: Will the currently assigned inspectors and their managers still report to the Quality organization?

A: Yes.

Q: Will training be provided for the new AMT job duties and responsibilities?

A: Yes, training will be provided. Additionally, a cross training and rotation plan is being developed.

Q: Will 787 field operations require an A&P certificate for all employees working on the new program?

A: The 787 will staff the new AMT job codes. As stated earlier, an A&P is required for the new AMT except for those field operations employees who are currently assigned to field operations job codes prior to Aug. 11.

Q: What will happen to

employees in the existing jobs today?

A: Category C employees will need to visit a career advisor to determine what additional requirements they need to qualify for the new AMT jobs.

Q: Will the new job reclassification affect my shift assignment?

A: No. All reclassifications will occur on the shift you are currently assigned.

Q: Will the new job reclassification affect my shift preference filing?

A: Yes. All AMT employees will be required to submit a new shift preference request/file.

CURRENT & NEW FIELD JOBS

CURRENT JOB NUMBERS & TITLES

Job Number	Job Title
Field	
97008/10	Aircraft and Engine Mechanic Field & Hanger
97408/10	Aircraft & Engine Electrician Field & Hanger
92009/11	Electronic Technician Aircraft Systems
53809/11	Aircraft Air Worthiness Inspector
Flight Test	
C2608/10	Experimental Preflight Mechanic
97308/10	Experimental A/C & Engine Electrician Field
92009/11	Electronic Technician Aircraft Systems
53809/11	Aircraft Air Worthiness Inspector
AOG	
92408	A.O.G. Incident Repair Mechanic
52509	A.O.G. Incident Repair Inspector

NEW AMT JOB CODES

Field	
97109/10/11	Aviation Maintenance Technician & Inspector – Field
Flight Test	
C2709/10/11	Aviation Maintenance Technician & Insp.– Flight Test
AOG	
92309	Aviation Maintenance Technician & Insp.– AOG



Robertson (r) discuss the AMT jobs with me obtain his A&P years ago and



Cheryl Peterson tees off.

HITTING *the* GREEN for GUIDE DOGS

On July 9, Local C held its 15th Annual Golf Tournament to benefit Guide Dogs of America. When the Aero Mechanic went to print, the event had brought in \$10,000 and money was still coming in.

Kirkland, Pontiac, Buick GMC donated a 2006 Lucerne CXS to anyone making a hole in one. Unfortunately, no one made the shot.

As the shotgun start sounded, the teams converged on Elk Run Golf Course to show their skills. Competition was fierce and a tie for second place triggered a sudden death putt off between two teams. (See winners below). Craig

Bauer and Kelly McGhee won closest to the pin, while Doug Bancroft and Ronna McGhee captured the longest drive competition.

Tournament directors Tony Curran and Spencer Graham did a fine job organizing the tournament. Special thanks to the following volunteers who helped: Paul Burton, Chuck Craft, Jim Darrah, Clark Fromong, Ken Inglet, Pat Kinsella, Mark Johnson, Paul Knebel, Ron McGaha, Ted Ogston, Sue Palmer, Kent Sprague, Dave Swan, Curt Thorfinson, and Stephanie Wilson.



Nate Gary sends the ball sailing.



Lloyd Ulrich lines up his shot.

ThankstoOurSponsors:

- American Income Life
 - Auburn & Frederickson HSI Site Committee
 - Baydo Chevrolet
 - Cascade Veterinary Hospital
 - Christine Kirchner, DDS
 - Chuck Craft
 - David Henry
 - District 751 Organizers
 - District Lodge 751
- Group Health Cooperative
 - Holiday Kennels & Boarding Center
 - John Eng - John L Scott Realty
 - Joint Programs - Central Site
 - Kirkland, Pontiac, Buick GMC
 - Lee's Future Cuts
 - Local A
 - Local C
 - Local E
 - Local F
- Mark Blondin & Susan Palmer
 - Mark Kadoshima, DDS
 - Newberry Realty
 - Quality Auto Electric
 - Scott McTaggart
 - Service Printing
 - Vision Service Plan
 - W. B. Construction
 - Wash Machinists Council
 - Wilderness Stump Grinding



Jeff Bissel takes his second shot.

Taking Home the Trophies



The first place team scored an impressive 15 under par. L to R: Doug Bancroft, Jim Langsford, Brian Suthers and Kevin Duvall.



L to R: Fred Sowards, Mike Riley, Matt O'Brien and John Fierling captured second place after winning a putt off when two teams came in at 12 under par.



Closest to the pin competition was won by Kelly McGhee and Craig Bauer.



Third place team which also finished at 12 under par consisted of L to R: Roy Moore, Ernie McCarthy, Mark Clark and Tim Johnson.



Taking home the highest score was the team of: L to R: Fran Christie, Ron McGaha, Wendy VanKooten and Nancy Holland-Young.



Winners of the men's and women's longest drive were Doug Bancroft and Ronna McGhee.

Fundraisers Bring Money for Guide Dogs

The Puppy Putt recognized Renton Motorcycles with a plaque and presentation for their sponsorship of the event.



Special thanks to The Bull Pen Pub, Grill and Bar at S. 200th and Highway 99 for their \$1,000 sponsorship.



Above: Puppy Putt Organizers presented a check for \$11,447.50.



The women's Committee presented a check for \$13,000 to Guide Dogs of America, which were proceeds from the 2006 Flight for Sight Fun Run.



Photo left: Puppy Putt Organizers recognized top fundraiser Jim Kakuschke (2nd from right), who collected \$2,835. Dan Meddaugh (3rd from right), brought in \$3,130 in money and other donations.

RETIREMENT NEWS

July Retired Club Minutes

by Ruth Render,
Retired Club Secretary

The meeting was called to order by President Al Menke. The Lord's Prayer was said followed by the flag salute and the singing of "God Bless America," led by Ruth Render.

Roll Call of Officers: All officers were present and accounted for.

Minutes: Minutes were accepted as written.

Business Report: Business Representative Paul Knebel stated the Union has seen larger numbers at the rehire orientations that have been held. The orientation he attended last Friday had 120 people who were called back from the CAT A List as well as a few new hires. Certain jobs have exhausted the recalls and are looking to hire off the streets. The Union continues to push the Company to look at others on the layoff list to fill positions before hiring off the street.

Health & Welfare: Ill brothers and sisters this month: Wavel Halford, John Pompeo, Mel and Mary King. If mem-

Ethel Schwartz celebrated her 90th birthday at the July meeting and provided cake for everyone.



bers know of anyone who is ill they should contact the officers of this club or the 751 Health and Welfare Office.

A moment of silence was held for the following deceased members: John T. Bostik, Marla D. Brady, Douglas Christian, Leonard A. Jacobson, Grace T. Johnson, Dorothy M. Taylor, and Diane P. Van Noy. Sympathy cards were sent to the next of kin.

E-Board Report: The Executive Board recommended sending a delegate to the Conference in Las Vegas on November 15th and 16th. Motion, seconded and passed.

Executive Board recommended the Retired Club rent a small U-Haul to transport the table, chairs and all equipment to our picnic at Woodland Park. Motion, seconded and passed.

Good of the Order: Tom O'Brien spoke about the upcoming election and its importance to retirees. In recent years, seniors have voted away their medical rights for false promises. We are now suffering for this.

When you vote, make sure to pay attention to candidates' voting records. Today we have 947 lobbyists and 147 Legislators in Olympia and there still isn't anything being done. No one is doing anything to benefit retirees.

John Guevarra spoke about the articles he has been handing out. Today's article concerns the basic rights that were promised us back in the time of Roosevelt. These basic rights are being taken away. If we don't complain about it, nothing will be done.

Al Peppard spoke about a demonstration that will be taking place at Virginia



Helen and Henning Ross celebrated their 62nd anniversary in July.

Mason Hospital at 4:00 pm today. This is a rally to oppose the current case in front of the NLRB regarding the possible reclassification of all nurses as supervisors, which could have widespread implications to all Unions.

Women's Committee: Business Representative Jackie Boschok is selling \$1 raffle tickets to win a beautiful quilt to benefit Guide Dogs of America. The quilt was donated by the Orange County Quilters Guild.

Old Business: None.

New Business: None.

Birthdays and Anniversaries: Recording Secretary Ruth Render read the Birthdays and Anniversaries Report. June birthdays were Al Morzenti, Calvin Doss, Ethel L. Schwartz, Sonny Ehlke and Rose Cary.

We had one Anniversary this month – Henning and Helen Ross were celebrating 62 years of marriage.

Adjournment: President Al Menke adjourned the meeting at 11:50 a.m.

Retirees

Congratulations to the following members who retired from Boeing:

Emeterio D. Ancheta, Jr.,
Arlen D. Anseth
Richard F. Backs
Michael J. Barrett
Roy W. Berg, Jr.,
Dorothy E. Brands
Alberto D. Cabellon
James M. Casassa
Yea J. Cho
Bonnie M. Coad
Theodore R. Cole
Loretta M. Coston
John R. Cupps
Kenneth L. Doll
Richard C. Doremus
John R. Firstenberg
Richard D. Fitch
Stephen D. Howard
Lesley R. Hunt
Barbara A. Hutton
Leon Jung
Roger F. King
Victor J. Kukrall
Larry D. Larsen
Donna L. Larson
Joseph F. Lenchioni
Patrick A. Lechioni
Eduardo O. Luraghi
Gerald E. Miller
John R. Moore
Dennis L. Nation
Sandra L. Olsonawski
George W. Peterson
Roy J. Pryor
Marilyn I. Rasmussen
Sharon K. Riebe
Stephen Slaughter
Bruce P. Smith
James C. Tertipes
Leonard E. Wickens

Senior Politics

by Carl Schwartz,
Retired Club Legislative Chair

Everyone is reminded this year's election is very important. Be sure your Voters' Registration is complete and up-to-date so your vote counts.

Many candidates are making themselves available to the public at local fairs and events. Take advantage of this and get out there to meet them.

The Legislative Committee will have a complete list of recommended candidates printed in the September Aero Mechanic. We need to get out there and help with these campaigns.

Your vote is very important. It is vital we get candidates who support Unions elected into office this year.

Legislative and Political Director Larry Brown also spoke about the upcoming election. Both 751 and the Machinists Council are actively working hard to elect candidates who support Union workers and retirees in 2006.

There has been some bad legislation proposed in the past few years, including Right-to-Work Legislation and the privatization of Social Security. We must hold officials responsible for these proposals and the laws that have been enacted. We currently have all three branches of the federal government controlled by the Republicans – they are responsible and we need to make some changes.

The Union has currently endorsed 85 races. This year, every U.S. House, State House, and half of the state Senate positions are open. U.S. Senator Maria Cantwell is coming up for re-election this year as well. It is vital that we all get involved to support our candidates. We need volunteers.

If you want more information about how you can get involved, contact Carl Schwartz or Larry Brown at 800-763-1301, ext. 3306.

Social Security Under Attack



The Bush Administration released its mid-session budget review which included a proposal to spend \$721 billion over the next ten years to privatize Social Security - \$9 billion more than originally proposed. In a speech on the budget, President Bush specifically alluded to cuts to Social Security benefits which would be required as part of his plan, saying, "We need to cut entitlement spending." Americans United, a coalition that includes the Alliance and was crucial to beating back privatization efforts last year, is mounting a renewed campaign to call attention to individual politicians' positions on the issue.

In a June 20th party-line vote, the Senate Budget Committee approved in Bill, SB. 3521, a separate assault on Social Security that uses the line-item veto to make major changes in Federal budget laws. While described as a measure to restore fiscal discipline, the legislation actually represents a sneak attack on Social Security and Medicare. If enacted, SB. 3521 would establish two commissions, either of which could be used to privatize Social Security and make deep cuts in Social Security and Medicare benefits. The "entitlements commission" would study Social Security, Medicare and Medicaid, and propose changes to these programs.

The "sunset commission" is designed to evaluate Federal programs and then eliminate or modify them as the commission sees fit. The recommendations of both commissions would be considered under fast track procedures, allowing little public notice or debate, and few, if any, opportunities for senators to offer amendments. "The line item veto is often described as a tool to eliminate wasteful, 'pork barrel spending,' but this line item veto goes much further," said Edward Coyle, Executive Director of the Alliance of Retired Americans. "This could be used to eliminate improvements to Medicare and Social Security."

Retiree Club Picnic Monday, August 21



All retirees and their guests are invited to attend

- Begins at 11 a.m.
- Lunch at noon.

Woodland Park, Stove 6, Seattle
(59th & Aurora Ave. N.)

Bring a side dish or dessert to share. Chicken and soda will be provided by District 751 Officers, Reps and Staff.

Weekly Retired Club Meetings

All retired 751 members are welcome to attend the weekly Retired Club meetings at the Seattle Union Hall (9135 15th Pl. S.) at 11 a.m. A free lunch is provided at noon following each Monday meeting. Second Monday is the business meeting.

RETIRED CLUB OFFICERS

President	Alvin Menke	425-235-9361
Vice President	Al Wydick	253-876-2147
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	206-878-0601
Trustees:	Louise Burns	206-242-5878
	Cherie Menke	425-235-9361
	John Guevarra	206-762-3848

Union Office: (1-800-763-1301) or 206-763-1300

FREE WANT ADS FOR MEMBERS ONLY

ANIMALS

BIRD FINCHE LAFEVER'S nutrition-rich granules food—5 lbs., new. \$15. 253-852-6809

AUTO PARTS & ACCESSORIES

AMSOIL – Oil (4 and 2-Stroke, diesel, M/C, marine), gear lube, injector carb and intake cleaner, auto transmission fluid, compressor oils, oil and transmission filters. 253-473-1182

CRUISE CONTROL – ZT-11. Fits any car, van or light truck. Includes electronic clutch switch. Command module is only 2 1/4" wide, never used. \$75 OBO. 253-852-6809

NOSE MASK for Nissan Pathfinder (standard only). Brand new, fits 1986 & newer models without fender guard moldings. \$30 OBO. 253-852-6809

STEERING COLUMNS REPAIRED – fix that unsafe, loose, tilt or telescopic column today! Columns repaired or modified. Columns and parts for sale. 425-228-3326

BOATS

RV & HOME MATTRESS DOCTOR – Memory, Reflex, innerspring available. \$349-\$788 for queen sizes 74"-80". Other sizes available. Will cut to any size and shape. 206-542-0104

8 FT. WALKER BAY, new 30 lb. thrust motor, battery with charger, 2 life vests, oars, anchor. \$400 OBO. 360-440-3587 ask for Dan

BAYLINER COWLING for 85 hp. boat, new. \$40 OBO. 253-852-6809

COTTAGE INDUSTRIES

DISC JOCKEY – for hire. Wedding receptions, birthdays, holidays, retirements or any other party. I can make your event a true celebration. Although, I specialize in the oldies, I play the music from the 30's, 40's to the present. Swing, Rock & Roll, Top 40, Country, Disco - You name it, I play it. 425-888-0310

SWEETHEART RINGS – genuine garnet, ruby and amethyst rings are available gift wrapped for \$99. 360-652-7430

Try a new liquid NUTRITIONAL SUPPLEMENT called Seasilver. Buy 3, get 1 free. For more information, log onto www.seasilver3plus1.com or call 1-800-218-2330. Coupon #5266-0399-92345-0193

NEED TO TALK TO AN ATTORNEY? \$26.95 per month, includes wills, identity theft protection. Call 253-759-9222

PLASTIC WELDING – repair ATV fenders, quad bodies, motorcycle fairings, RV & boat holding tanks, mower chutes, grass catchers. Actual plastic welding – no glues used. Welds 98% as strong as original plastic. All Thermoplastic Repair. 360-420-8033

WHEAT-FREE – organic gourmet dog treats for your "lil yapper". Choose from cheese, bacon, peanut butter and many others. 360-691-5253 Lil Yapper pet products

TRI-CHEM PAINTS AND KITS – art, craft supplies for wood, glass, fabric, etc. Monthly specials. Catalogs – send \$4 (credited on first order) to Daisy B. 30803 7th Ave SW; Federal Way, WA 98023. Help needed. 253-839-7272 or cell 253-691-2090

I RESTORE AND REPAIR – old firearms as a hobby. I want neglected, distressed or just old guns, especially old shot guns. 206-824-2428

HANDMADE BABY BLANKETS – perfect baby shower fit \$20-\$65. Call or email goldwing23@verizon.net subject line "BLANKETS" Lisa. 360-757-7460

CUSTOM WOODEN STORAGE SHEDS AND GARAGES – many styles and sizes, built on your lot. Best build and best price guaranteed! 866-503-5669

ANOTHER MAN'S TREASURE – EBay consignment service. Reasonable rates, custom ads, maximum exposure, 100% positive feedback. Get road show prices for your "junk". Whidbey – Everett – North. 425-608-0233 or 360-301-9659

AD RULES

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

Deadline For Next Issue August 14th

MASSAGE - Relax with a massage. 1st time client special \$45. By appointment only. Lake Stevens 425-760-0968

HOUSEKEEPING – at a very affordable price. Have time to spend doing those things you really want to do and have a clean house, too! 253-891-2744

HANDMADE BIRD HOUSES – perfect Christmas gifts. Removable roof, whole location perfect for Northwest birds. \$10-\$12. 425-743-7510

GOT SPORTS? Create memorable end-of-the-season sports DVDs! Digital Carousel will edit and manufacture your custom DVDs. "How to" list available. www.digitalcarousel.com or 206-300-4886

HOME MORTGAGES – Refinances and Credit Lines available at low or no cost. Call me today! Keith Lilly 206-200-3863

ATTN TO DETAIL WOODWORKING – cabinets, hutches, bookcases. 425-255-3483

CUSTOM WOODWORK – cabinetry, bookcases, fireplace mantels, etc. Please call 206-713-5257, evenings 360-886-0651

RX DRUGS from Canada- 50% less than U.S. prices! 425-251-8168

HOME MORTGAGES – Purchases, construction loans, refinances – poor credit ok. Free appraisal on closed loans. Call Kimberly at 425-238-9370

FOR SALE – ceramic supplies, green ware, bisque, molds, glazes, stains, etc. Going out of business. 253-833-4499

RAW WOOL for sale, \$1.50 to \$3 a pound. Some last year's wool at \$1 a pound also. Whites and grays. 2 year old Romney breeding ewes, \$125. 360-802-6640

ESTATE OR DOWNSIZING TOO MUCH FOR YOU? We take care of everything from antiques to pots and pans. Call 425-238-8002 for free consultation

WWW.BURNLOUNGE.COM/ACTQ, the newest entertainment business. Download music; burn to CD. Single \$99, album \$9.99. Selling music legally – soon games, movies, cell phone tones. Email: gsettles@hotmail.com 253-863-4854

FOR SALE – real blown white goose eggs. Ready for your art & craft project, blown, sanitized, with single hole drilled in bottom. \$1 each. 360-825-5171 evenings – www.smilinggooose.com

SECURITY MONITORING FOR MACHINISTS – Roped into a fine print contract? We bought into www.monitoringamerica.com. Great service, flexible terms. As low as \$15.95 a month. Alarm Group Services. 425-608-0233 or 360-301-9659

ELECTRONICS & ENTERTAINMENT

SEEBURG X 1920'S PIANO, reproducing expression. Very nice condition, 20 multi-tune rolls, tiger oak with bench. \$3500. 360-748-4130 ask for Ken

ANTIQUA PHILCO RADIO upright, excellent wood finish. \$400. 253-631-3831

PEARL DRUMS, 5-piece, wine color in good condition. \$475. 253-891-2093

HITACHI TABLE SAW, folds down or you can roll it around on its own wheels. Never used, been sitting in my garage. \$300. 253-841-8545

HITACHI 60" PROJECTION TV, 4 1/2 years old, 51"x57"x27." Very good picture, like new condition, is heavy. \$400. 253-841-8545

FURNITURE AND APPLIANCES

ANTIQUA KITCHEN CUPBOARD, wood finish, glass doors, white wood shelves. \$350. 253-631-3831

OAK ANTIQUE HIGH CHAIR, exc cond. \$75. Oak entertainment center, front fully doored. One door etched, leaded glass. Space for TV, stereo & more. \$400. Sofa & love seat, floral print, camel back, rolled arms. Nice cond. \$350. 253-631-3831

OAK BEDROOM SET, 7 pc. Burlington House set includes triple dresser with mirror, door armoire, queen headboard, mattress, box spring and one nightstand. \$500. 253-631-3831

ANTIQUA SINGER SEWING MACHINE, oak, exc cond, works, complete. \$550. Antique wood cook stove "Cole's Hot Blast." Includes oven trimmed in nickel, complete. Needs restored. \$500. 253-631-3831

OAK ROLL-TOP DESK, extra large, locks. Excellent condition. \$2000. 253-631-3831

FREEZER, 15.9 cu. ft. Whirlpool upright. \$200 OBO. 425-255-9959

FOR SALE – Murphy bed, single. Paid \$1000, asking \$350. 425-255-9542

60" ALUMINUM TABLE, Plexiglas top, swivel seats. \$880. 360-435-7249

KING-SIZE BED with storage compartments, Beauty Rest mattress, sheets and blankets. \$880. 360-435-7249

DINING ROOM SET – beautiful "American Drew." Table, 6 chairs, hutch. \$6000 new, will sacrifice for \$1000. 360-652-9564

GUN CABINET, 5' x 21 1/2" with etched glass doors, lined with green velvet. Nice, great cond! \$90. 28" X 25 1/2" Medicine cabinet with 3 mirrors, wood frame doors. \$20. 253-852-6809

ANTIQUA TABLE – 24" square with shelf \$125. Coffee table - 40" round, heavy glass top. 21" dark wood stand. Good cond \$100. 38" fireplace screen – black & brass, plus brass tools. Very good cond \$100 OBO. Eddie Bauer child's sleigh/sled – 28"x14", new – with back \$75. 253-852-6809

ANTIQUA DESK AND CHAIR – 34" wide x 16" deep, 3 large drawers plus flip top front. Nice condition \$175. 253-852-6809

30" SLIDE-IN ELECTRIC RANGE – 1991 white Frigidaire. Coil elements, self-cleaning. Barely used! Was \$1500 new, sell for \$300 OBO. 253-852-6809

SOFA AND LOVE SEAT with pillows, \$100 OBO Cash. Microfile sectional, light gray with bed, good cond. \$200 OBO Cash. Cocktail table, 2 for \$150 OBO Cash. 206-284-8909

HOUSING

RV & HOME MATTRESS DOCTOR – Memory, Reflex, innerspring available. \$349-\$788 for queen sizes 74"-80". Other sizes available. Will cut to any size and shape. 206-542-0104

TWO ROOMS FOR RENT, shared bath, cable ready, phone hook-up. Near Auburn Boeing, Green River Community College, Super Mall, Auburn Train and Metro Station. Call Espy at 253-735-5963 for more information

1979 24' X 56' MOBILE HOME in family park. 2 BDRM, 2 bath, fireplace, appliances stay. Close to Everett Boeing Plant. Space rent \$565/month. \$37500 OBO. 425-353-0564

LAKE CUSHMAN A-FRAME on 4th hole, add-on laundry room with hot tub and Jacuzzi, 2-car garage, side for 24' RV. \$199500. For sale by owner, call for appt. 360-877-9326

MISCELLANEOUS

COMIC BOOK COLLECTION for sale or trade. Approx. 12,000-15,000 plus promotional items, some graphics and more. Possible trade for pool table or riding lawn mower (\$1000 value). 253-875-7944

SIERRA SCOOTER with new batteries, 4 cable camper jacks, wheelbarrow with new tube in tire. Call for prices or more information. 425-255-1804

COLLEGE BOUND? Dorm fridge, bed linens, bath items, desk/school supplies, storage chest and more. Call for itemized description. \$300. 425-641-5567 evenings

FOR SALE – Pacific Outdoor Products Adventure FORT PLAYSET. Cedar and Steel construction, 6'x6' covered fort, sand box, 2 swings, glider, 10' wave slide, climbing ramp and rope. \$700. 206-878-2454

RARE SCENTED IRIS bulbs, only \$7.50 each. Named "Sweet Lena," light blue color. 253-864-4832

BEST SOURCE FOR OMEGA-3 IN HISTORY – better than flax or fish oil. Super energy food of ancient Aztecs. All natural, organic, non-GMO. For information, log onto www.natures-emporium.com/chiaseedoil.html or call 253-826-0510

- | | | | |
|--------------------|-------------------------------------|--|--------------------------------|
| Circle One: | ANIMALS | ELECTRONICS & ENTERTAINMENT | PROPERTY |
| | BOATS | FURNITURE & APPLIANCES | RECREATIONAL MEMBERSHIP |
| | TOOLS | RECREATIONAL VEHICLES | SPORTING GOODS |
| | HOUSING | MISCELLANEOUS | VEHICLES |
| | AUTO PARTS & ACCESSORIES | | COTTAGE INDUSTRIES |

Ad (25 word limit. Please print).

Phone (or Address)

The following information must be filled in for your ad to appear:

Name _____ Clock Number _____
 Address _____ Shop Number _____

Mail Coupon to **AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108** Deadline is August 14th!
 Submit ads online at www.iam751.org/aero/wantads/wantadform.html or call 1-800-763-1301 ask for Janee

32' ALUMINUM LADDER – \$175. Craftsman welder – \$300, cutting torch set – \$300 or both for \$500. Antique farm equipment – \$300 each (3). Utility trailer – \$150. 253-939-1817

WESTERN STOCK SADDLE, made by "Textan" in Yokum, Texas. Double rig, breast-strap, good mountain trail saddle. Beautiful tooled leather, very good. \$300 cash. 206-824-1396

5-SPD. HUFFY SPRINT JUNIOR BIKE – \$20. 6-spd. adult Big Horne mountain bike – \$25. Eight 2"x8"x8' Port Orford cedar planks – \$30. Kennedy tool kit with aircraft tools – \$65. 206-935-6535

46" ROUND FINCH BIRD CAGE – 15" wide x 30" high on 17" stand. Clean, dome top, tan with black stand \$45. Low back bucket seat covers – sheep skin, tight custom fit. One (1) pair – plum color, new \$45. 253-852-6809

HOUSE PLANTS – spider, various kinds of wandering jews, rosary vines, angel wing begonias, ivy, purple hearts, mother-in-law tongues, Chinese evergreen, African milk tree, crown of thorns, peperomia, shefflera, mosses in a boat. Large, medium & small, \$.50-\$35. 253-852-6809

1976 MICKEY MOUSE PHONE – push button. 15" tall, clean, works great. \$75 OBO. Farmall Cub Tractor Owner's Manual – old one, 1948. \$50. 253-852-6809

PLANTS – 4 large Christmas cactus, Bird of Paradise starts, large hibiscus plant. Nice Mother's Day plants. \$7.50-\$35. 253-852-6809

GLASS GALLON JARS (15) – with lids for honey, food storage or seal. \$2.25 each. Antique canary bird cage with 5' heavy solid brass stand. \$75. 253-852-6809

NYLINTOYS – 2 trucks, 1 armored bank sound machine, 1 lg. Tonka Jeep. Good cond. \$80. Milk cans 2 1/2, 5 and 10 gallon. \$25 to \$45 OBO. 5-gallon glass jugs, clean with lids. \$3 each. Canning kettle, blue with rack, holds 8 qt. jars. Used, good cond. \$7.50. 253-852-6809

WOOD BOXES (14), small, medium, various sizes – old. \$35. Canning jars, wide and regular mouth with rings. Pickle and Prego jars with lids, work great for canning, jams and jellies. \$1 to \$3 a dozen. Baby food jars, medium size with lids (200) to make Christmas trees. 17 for \$1. Wood boxes (14). Small, medium, various sizes – old. \$1 to \$5 each. 253-852-1609

KRAFT 2 LB. CHEESE BOXES, wood. \$5 to \$10 each. Comics, Sunday and weekday. 20 pkgs, several years back. 25 for \$1. 253-852-1609

INGRAHAM HIGH SCHOOL Class Reunion for 1964. Sunday, August 20 at Carkeek Park (105th & Puget Sound, north of Ballard). Contact Larry 206-229-6765 or e-mail brucebob_98188@hotmail.com or visit the website www.highschoolgraduates.com

PEARL DRUMS, 5-piece, wine color in good condition. \$475. 253-891-2093

WEBER BABY BBQ GRILL, new in box, plus propane bottle. \$100. 253-852-4344

I HEM JEANS, \$7 pair. (3) SEWING MACHINES for sale, \$35 to \$60. 253-639-5178

CHILD'S SWINGSET, child's swing set, in good shape. Free! Antique Machines – bandsaw, power hack saw, welder 220, in good shape. Rock saws. Deal on prices. 253-852-0845

PROPERTY

WALK TO BEACH and shopping – Ocean Shores. 3 BDRM/2 BATH HOME. Single car garage. All fenced in. New appliances, carpet and vinyl. Landscaped and trees. \$169K. 253-735-1832

REC VEHICLES

RV & HOME MATTRESS DOCTOR – Memory, Reflex, innerspring available. \$349-\$788 for queen sizes 74"-80". Other sizes available. Will cut to any size and shape. 206-542-0104

TRAILER HITCH with camper hold-downs, towing extensions. Together, \$500 OBO. Newer 5th wheel hitch, 4-way tilt, Sensor Winegard RV TV antenna, new \$75. RV TV wall mount holder, \$50. 360-579-1907

1988 32' PACE ARROW MOTORHOME by Fleetwood. Electric steps, driver's door, 454 Chevy engine, many extras. 67,000 original miles. Must see to appreciate! \$15000 OBO. 253-846-2071 No calls before 10 am

2002 30' PRESIDENTIAL 5TH WHEEL by Holiday Rambler. 3 slides, queen bed, oak interior, microwave, TV, VCR/DVD, AM/FM/CD with surround sound. Loaded, must see! \$35000. 360-893-5661

2005 JACO FEATHERLITE 18 FT. TRAVEL TRAILER. Can't use, must sell. Only used by original owner. \$11500 obo. Call Darrel at 253-852-2191

SPORTING GOODS

1979 15 HP JOHNSON SHORT SHAFT, low usage. Home storage last 20 years, first 7 years back-up motor, stand and extras. \$500. 253-639-2545

BACKYARD GOLF GAME includes assembly instructions, rules, scoreboard pipe, balls strung and transport bag. Great friends and family game, UNION MADE! \$45. 253-350-6672

CHILD'S SWING SET, child's swing set, in good shape. FREE! 253-852-0845

TOOLS

1952 FORD TRACTOR – 8N, 12-volt, very good cond, runs good. \$3500. 253-875-7944

ANTIQUETRANSIT, 100+ years with tripod. \$500 OBO. 425-255-9542

MACHINISTS TOOLS – 5" sine bar, 10" sine bar, dial indicators, radius gages, misc. other items. 253-265-0982

FOR SALE – Assorted machinists hand tools. Also 1968 VW CLASSIC BEETLE, new tires, new brakes, completely gone through. Nice interior! \$3750. 360-659-0640

14" RYOBI CHOP SAW. 3 - 14" saw blades, 1 - 10" blade \$100 OBO. 253-852-6809

CARPENTER WOOD TOOL BOXES – with carry handles. Used for garden ornament also. \$5 each. 253-852-6809

HITACHI TABLE SAW, folds down or you can roll it around on its own wheels. Never used, been sitting in my garage. \$300. 253-841-8545

ANTIQU MACHINES – band saw, power hack saw, welder 220, in good shape. Rock saws. Deal on prices. 253-852-0845

VEHICLES

2000 DODGE INTREPID, runs great, good condition, 155K miles. \$4800. 253-875-7944

(2) 1975 HONDA CB125, not running, one titled and licensed, plus almost enough parts to make third bike (engine, frame, wheels). Will not separate. \$550. 425-255-6136

MUST SEE! 1995 Ford Taurus SE with moon roof. In excellent condition, clean inside and out. \$2000 OBO. 253-838-9479

1986 CORVETTE COUPE, good shape, needs minor TLC. \$6900 OBO. 206-794-0432

2000 FORD RANGER XLT SUPERCAB, 4.0, V6, blue body/gray cloth interior, 4dr, 4x4 offroad, 52K miles. AM/FM/CD, power, auto, air, sliding rear window, 60/40 split bench, power door locks, keyless entry, tow package, 16" alloy wheels, BFG all terrain T/A KO tires, aftermarket alarm. \$10000. 425-641-5567 evenings

'99 MERCURY SABLE, 1 owner, bought new, 10,000 original miles, all options, all power, gold exterior, leather, CD, exc cond. \$12950 OBO. Call anytime retired. 425-255-5085

'86 MONTECARLO SS Classic, original owner, 80K original miles, removable t-roof windows, Goodyear tires, Monte rims, maroon paint. All records, very nice. \$9500. 425-255-7314

1968 VW CLASSIC BEETLE, new tires, new brakes, completely gone through. Nice interior! \$3750. 360-659-0640

1990 MAZDA MPV VAN, only needs brakes (estimate \$300). Body good, runs good. \$300 OBO. Call Maynard at 253-922-7680

1989 VW JETTA 16 valve GLI, engine problems, lots of new parts. 150,000 miles, Ricardo interior. Selling whole \$1000 OBO or parting out. Call Matt at 206-697-9880

1963 MERCURY COMET S-22 CONVERTIBLE, engine 289 rebuilt, transmission rebuilt. Red with cream top, extra parts and accessories, only 5700 built. \$14000 OBO. 425-337-9001 or 425-773-4914

1982 CHEVY VAN, rebuilt 350 engine. Good condition, new tires, one owner. \$1000. Call Mandy at 425-432-7526

1998 DODGE 3/4 TON 4X4, built for towing. Automatic, reg. cab, original owner, Magnum V-10 engine, wired for 5th wheel and cab over camper, factory towing pkg. 33K miles. Paid \$28500, sell for \$18500. 360-249-4432

1989 FORD F-250 LARIAT XLT, 18K original miles. Loaded with 1996 S&S camper, hydraulic jacks, self-contained, never used. Make offer. 425-745-8909 Lynnwood area

1985 TOYOTA CELECA ST, 2-dr., 5-spd. 4-cylinder, sunroof, non-smoker. Looks and drives nice. \$1000. 360-474-1492

Accepting the Oath

Photo right: District 751 President Mark Blondin (l) administers the oath of office to Local E Trustee Chris Olafson.



Photo left: Past Local F President Bryan DuPaul (l) administers the oath of office to Local F Audit Robley Evans.

L to R: Business Rep Stan Johnson gives the oath of office to Local A Secretary-Treasurer Jason Redrup and Local A Trustee Paul Veltkamp

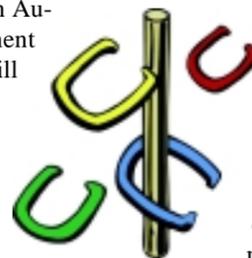


3rd Annual Local E Horseshoe Tournament Saturday, August 12 - 11 a.m.

South Seattle Saddle Club to benefit Guide Dogs of America

The 3rd Annual Local E Horseshoe Tournament will be held in Maple Valley at the South Seattle Saddle Club (22740 SE 228th) on August 12, 2006. Tournament begins at 11 a.m. Teams will consist of two players and will follow Pacer rules (available upon request). Team fees will be \$100 per team. Prizes will be given to the top three teams. Food and beverages will be provided. The new location offers additional

amenities such as free camping:
• Free overnight RV parking - bring the family and make a weekend of it.
 Check in as early as 7 p.m.
F r i d a y
 • Alcoholic beverages permitted
 • Property adjacent to Cedar River with river access.
 Pit sponsorships will be accepted for \$100 contributions. For more info, contact: Ira J. Carterman 253-740-5565 or Dan Meddaugh 206-849-0294



2006 Horseshoe Tourney Entry Form

Team Names: _____

Address: _____

Contact Phone: _____

Have own horseshoes (set or 4) YES No

I volunteer to: (cook) (record scores) (other)

Send entry form, along with with entry fee made out to "Guide Dogs of America" to: Dan Meddaugh, 751E Recording Secretary, 9125 15th Pl. S., Seattle, WA 98108-5100

Wickerling Sings to a Broader Audience

On the 777 line at each line move you can hear 751-member Johnny Wickerling proudly singing the National Anthem over the PA system. His booming voice draws a crowd on the balcony as members salute the plane they are building.

On May 8th, he expanded his audience when he sang the National Anthem at the Mariner's Game at Safeco Field for BECU night.

"It was like a dream come true – singing at the Mariner game," declared John. "In high school, I sang at a Dodgers game with the glee club, but it was with a group. I remember thinking that was incredible. I had mentioned to Suzanne Carter (from Everett) that I would love to sing at the Mariners' Game so my mom could hear, and she worked to make it happen. Before I sang, she gave me a bat with my name and the date engraved on it."

But how did others come to know his singing talent? His team leader John Slater, who is also a 751-member, regularly heard him singing along to the radio. Several months ago when he was working on a Sunday, Slater dared him to sing on the barge PA system. Johnny hesitated for a moment, but took the

challenge and impressed all who were within earshot with his incredible talent.

A few days later when a 777 plane was rolling out of the factory, someone suggested singing the Star Spangled Banner to honor the members coming back from layoff. With Gary Tucker's permission (Johnny's supervisor), Johnny sang and an Everett tradition was started. Now, workers line the balcony for each 777 completed to hear the anthem and display their pride in the product.

751-member Mike Esposito noted, "It is such a boost for morale on the 777 line when we hear Johnny sing. He has an incredible voice. We are very proud."

Johnny started singing in church when he was in grade school. He was part of a musical in high school and in his younger days sang with bands at various clubs. When he was hired by Lockheed, the temptation of a good, consistent paycheck overrode his love of music and kicked off an aerospace career. He hired into Boeing in 1996, was laid-off in 2003 and was recalled in 2005 – thankful to again be working at the aerospace giant.

After starting the 777 tradition, Johnny recorded a demo tape, which impressed



Above: 751-member Johnny Wickerling sings the National Anthem at the May 8 Mariner Game.



Left: Wickerling sings for each 777 line move.

not only the community relations rep, but Commercial Airplanes CEO Alan Mulally, as well. Since then, Johnny has sang at rollouts in Everett and at the Skagit Valley Raceway on July 8th. The University of Washington was also impressed with his demo tape and called him about potentially singing the National Anthem for a Husky football game

this fall.

Johnny will start recording a Christmas album that will include such favorites as Jingle Bell Rock and White Christmas. In the meantime, he is happy working on 777 final-body-join and sharing his voice with his coworkers.

Eunice Lee Tops IAM Class

During his 17 years of Union membership, 751-A member Isaac Lee has never been prouder than standing before his Local Lodge meeting in July. There he beamed with pride as his daughter Eunice received the IAM Scholarship. Eunice is one of just 16 individuals nationwide to earn such an award, and the only one in our state to be recognized.

Competition is nothing new to Eunice, who graduated from Kamiak High School in Mukilteo with a 3.8 cumulative grade point average – while taking many honors and advanced placement classes. Her success in academics ranked her 36th in a class of 434. She also earned multiple recognition awards at her school's awards ceremony, including:

- Lamp of Knowledge award, each year of high school
- Algebra/Trig Award
- Calligraphy Award
- Wesco Award (for maintaining at least a 3.7 GPA for five semesters).

Beyond her academic success, Eunice demonstrates considerable musical talent, as well. She has played the piano for 13 years and has been teaching piano to others for the past three years. She has competed and won awards in the Port Gardner Bay Concerto Competition, the Snohomish County Music Teachers Association Scholarship Competition, and the Central Washington



The Lee family was on hand to watch Eunice receive her award. L to R: District President Mark Blondin, Isaac Lee (father), Eunice, Hye-oon (mother), Eugenia (sister) and Secretary-Treasurer Susan Palmer.

University Sonatina Piano Festival.

Her artistic ability extends to drawing as well, where she has excelled for many years.

Yet she has also generously given her time to a number of community events – helping to make life better for others. For three years, she has volunteered to assist senior citizens at the Harbour Pointe Assisted Living Center. In addition, she has been active in Key Club, took part in the 2005 Relay for Life through the American Cancer Society, and participated in the UNICEF trick or treat event for three years and still found time to participate in her church choir.

The IAM Scholarship will provide \$1,000 for each of the next four years to help pay her college tuition. Eunice plans to attend the University of Washington this fall. She has a strong interest in writing, but wants to explore other options before deciding on a major.

Strole Awarded Union Plus Scholarship

Barb Strole, the 751 office employee who runs the Union's Spokane office, was beaming with pride as her 17-year old daughter Sarah received one of the \$2,000 Union Plus Scholarship Awards. Sarah graduated in May from Gonzaga Prep High School with a 3.97 and will be attending Georgetown University this fall after receiving a \$36,000 a year academic scholarship. She is involved in a wide range of community service organizations – from a women's shelter and a food bank to tutoring Head Start kids and participating in a Medical Partnership Mission to Romania last summer. This summer she will travel to China to teach ESL to Chinese high school students.



Sarah Strole

Strole joins six IAM members and is among 108 students from 44 unions who received a total of \$150,000 in scholarships from the Union Plus Scholarship Program.

Applications for next year's awards will be available in September 2006. To download the application at that time, visit www.UnionPlus.org/Scholarships or send a postcard with your name, return address, telephone number and international union name to: Union Plus Education Foundation, c/o Union Privilege, P.O. Box 34800, Washington, DC 20043-4800. Application deadline is January 31, 2007. All Machinists Union members (as well as their spouses and dependent children) are eligible to apply for scholarships.

2007 IAM Scholarship Competition

The IAM Scholarship Competition is open each year to members of the IAM and their children throughout the United States and Canada.

Awards to members are \$2,000 per academic year. They are granted for a specific period from one to four years leading to a Bachelor's degree or a two-year vocational/technical certification.

Awards to Children of Members are: \$1,000 per academic year for college. All awards are renewed each year, until a Bachelor's degree is obtained or for a maximum of four years, whichever occurs first. Voca-

tional/technical School – \$2,000 per year until certification is reached for a maximum of two years, whichever occurs first.



For information on rules of eligibility or to obtain an application form, complete and return the form at right.

No application forms postmarked later than February 23, 2007, will be acknowledged or considered for the 2007 scholarships.

No exceptions whatsoever will be permitted even if a third party is responsible for the delay.

REQUEST FOR IAM 2007 SCHOLARSHIP APPLICATION PACKET

Please send me an Application Packet for the 2007 IAM Scholarship Competition. If the proper packet is not received within 30 days, advise the Scholarship Department immediately. I understand that this request is not an application, and that the Application Packet must be completed and postmarked no later than February 23, 2007.

REMINDER: Please check two appropriate boxes of the four listed below and the requested application will be mailed to you. As an IAM member who will have 2 years' continuous membership in the IAM as of February 23, 2007, I am requesting an Application Form for:

- IAM Member requesting a College or Vocational/Technical Scholarship
- Child of a Member requesting a College Scholarship
- Child of a Member requesting a Vocational/Technical Scholarship

Print your name and address clearly:

IMPORTANT: Complete this coupon and attach a SELF-ADDRESSED LABEL for reply.

Mail to: IAM Scholarship Program
9000 Machinists Place, Room 117
Upper Marlboro, MD 20772-2687