

# DISTRICT 751 AERO MECHANIC

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## Presidential Honors for 751's Outstanding Community Service

The Machinists Union District 751 has been building a better community for over 75 years, but recently some other top officials took notice of our efforts. The Machinists of District 751 have been honored by the White House for our community service efforts.

The District was recently presented with a gold-level Presidential Service Award for volunteer work it sponsored in 2009.

The award is given by the President's Council on Service and Civic Participation to groups that can certify that their members did more than 1,000 hours of volunteer community service in a year. It is the White House's top award for civic service.

In addition, three active members and a District 751 retiree received individual bronze-level Presidential Service Awards, honoring the more than 100 hours of community service each one gave in 2009. The individual awards went to Local 751-C members Rob Curran, Chris Louie and Vennie Murphy, and to George Braun, a retired member of Local 751-F.

Curran, Louie and Murphy all work for Boeing in Puget Sound. Braun retired from Boeing after a 37-year career.



*L to R: District President Tom Wroblewski presented Presidential Service Awards to Rob Curran, Chris Louie, Vennie Murphy and George Braun. The Union also earned a gold-level presidential award at the organizational level.*

In a letter, President Obama thanked the Seattle-based Machinists, saying "your volunteer service demonstrates the kind of commitment to your community that moves America a step closer to its great promise."

The awards were primarily the result of work District 751 members do through our Machinists Volunteer Program. In 2009, 464 union volunteers took part in 103 different community service projects, giving a total of 3,721 volunteer hours – easily surpassing the standard set by the President's Commission for a gold-level

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*L to R: Steward Joel Hetland, member Pam Oakes and Business Rep Brett Coty discuss the important role our members are playing on the 787.*

## Extra Effort on 787

Our members are continually going above and beyond their assigned duties by giving 110 percent to ensure the success of the 787, to get the plane closer to customer delivery and build in quality because they care about the future of Boeing. Skills, quality and expertise are what have made Boeing a leader in the aerospace industry and much of that credit goes to our members.

While some management on the 787 program recognize the value our members bring, Boeing CEO McNerney told the media at the Farnborough Air Show we need to earn the right to build new airplanes in the future. That is something we do every day here in Puget Sound.

It is well-known Boeing originally intended to limit the amount of inspections performed on subassemblies received by suppliers. Recently our members discovered an issue with the 787 horizontal stabilizer, which was created by a partner/supplier. It was our members

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*A solidarity barbecue united members at Pexco for upcoming negotiations.*

## Preparing for Contract at Pexco

Members at Pexco (formerly Filtrona Extrusions) in Yakima are gearing up for their second IAM union contract. Formal negotiations begin this fall, with the current contract expiring on November 30.

The 110 members at the plant produce plastic extrusion components for windows, automobiles and various other industries, as well as manufacturing aircraft parts for Boeing and Airbus planes.

To get members engaged in the negotiation process, Business Rep Steve Warren and Staff Assistant Ken Howard held a solidarity barbecue across the street from the plant on July 20. Throughout the day, members stopped by for lunch, asked questions and discussed issues. The event also provided an opportunity to nominate members for their in-plant negotiation subcommittee. For those who couldn't attend the barbecue, they had an opportunity to nominate for the in-plant

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## Boeing Says Machinists' Skills Key to Tanker Win

Most of Washington's Congressional delegation rallied alongside Machinists on July 9 in support of Boeing's bid to build the next aerial refueling tanker for the U.S. Air Force.

The rally at the Machinists Union Hall in Everett attracted nearly 250 Boeing employees, elected officials and other supporters, and came just a few hours after Boeing formally submitted its bid to build 179 KC-X tankers, based on the 767 cargo jet.

"Today is the day we've been waiting for," said U.S. Sen. Patty Murray. "Today is the day that the world's best aerospace workers get to prove that you are



*Above: 767 Stewards Dennis and Penny Mahmood spoke on behalf of 751 members. Many members turned out to again show support for a Boeing tanker.*



*Senator Patty Murray and much of the Washington Congressional delegation addressed the crowd at 751's Everett Hall as the new tanker bid was submitted.*

the best."

Murray and other elected officials attacked the illegal subsidies Airbus has used to develop the A330 jet that is the basis for its competing tanker bid, and vowed that they would not allow Airbus to use those subsidies to undercut Boeing.

"On a level playing field, no one – and I mean no one – is going to beat you out for this contract," Murray said.

"We're going to give Europe a red card," added Congressman Jay Inslee. "We're not going to allow cheating in Europe to take away jobs in America."

He pledged to de-

liver the Air Force a tanker that carries "a real American flag that isn't just a decal slapped on in Alabama."

District 751 President Tom Wroblewski kicked off the rally, saying that the skill and experience of Boeing's workforce made the company's bid the only one that makes sense.

"Not even the folks in Toulouse can deny, every single one of our Machinists working on the 767 line has more experience than the entire EADS tanker team combined," he said. "That's because EADS doesn't have an American tanker team."

The Boeing vice president in charge of tanker development, Jean Chamberlain, agreed, saying the strength of the Boeing bid lays in "our great Machinists

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### Angel in the Sky

Member's volunteer effort helps save lives

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## REPORT FROM THE PRESIDENT

# Chicago Needs to Earn Future Work, Not Puget Sound

by **Tom Wroblewski**,  
District President

Things are picking up in the aerospace industry right now. At last month's Farnborough air show, Boeing announced deals involving nearly \$25.5 billion worth of aircraft – *twenty-five point five billion dollars*.

That list – which in typical air show-fashion included some previous deals that hadn't been publicly announced and some options for future buys that haven't been finalized – included 215 737s and 34 777s.

Those are hugely impressive numbers, but you know what's even more impressive? The fact that – given current production rates – our skilled and experienced Machinists union members here in Puget Sound will be able to knock out all those 737s and 777s in about seven months. *Seven months*.

So you'd think that Boeing managers in Chicago would be pretty pleased right now, wouldn't you? Of course not.

In true Chicago style, CEO Jim McNerney spent a lot of time at Farnborough threatening his Puget Sound workforce, saying that we have to prove our value and compete for future work.

To that I've got one thing to say: It's time for Boeing management in Chicago to start pulling its weight, and proving that *it* adds value to our enterprise.

The outsourcing plan for the 787 that



Jim McNerney and his Chicago cronies dreamed up has cost Boeing billions of dollars and destroyed the credibility of what was once an American manufacturing icon. That plane is now almost three years late.

Instead of focusing on solving those problems, the Chicago gang has gone off on a tangent, building duplicate factories and supply chains on opposite coasts. The decision to pour billions of shareholder dollars into this Charleston adventure has hurt the Company, and will continue to do so for as long as it takes the workers in South Carolina to get up to the standard that our Puget Sound workforce has achieved over the past 75 years.

In the meantime, here in Puget Sound, Machinists Union members and our proud Boeing co-workers are proving our worth every day as we roll another \$60 million airplane out the Renton factory door.

That's particularly true of the 787 team in Everett.

As you'll read elsewhere in this month's *AeroMechanic*, it was a District 751 Machinist who figured out that there was a problem with the horizontal stabilizer on the 787s – problems created by one of the partners the Chicago gang picked. Our union brother and his teammates figured out how to fix the problem, and those union brothers and sisters are the ones Boeing management called on to teach the rest of the company – and

the supplier itself – how to do it right.

That's right, it was Machinists who did that, by themselves, doing something that goes a long way to ensure the long-term success of the 787 program – and thus, the Boeing Co. itself. So the question for Mr. McNerney is this: How do these kinds of dramatic successes not prove the value of the Puget Sound workforce to you and your Chicago crew?

Not all Boeing managers are to blame for the company's problems. We all know of individual leaders who get it right, who understand that there's more to the company's long-term success than squeezing tax dollars out of state and local governments and building a fancy corporate balance sheet. They know that true leaders inspire their teams to achieve greatness – and not by threatening their most-valuable performers at every opportunity.

These are the kinds of leaders we find at most of the 41 other companies where our members work, and together we are building with them a prosperous and secure future for all. Boeing's welcome to join us in this quest, but so far, Chicago seems more interested in attacking us than working with us.

One more thing Chicago gets wrong is the gang's insistence in painting us as the "greedy" Machinists – this even though our wages and benefits make up only about 5 percent of each airplane's cost.

Last month, I was proud and very pleased to accept on your behalf a gold-

level Presidential Service Award from the White House, honoring District 751 for its volunteer efforts in 2009. In a letter, President Obama told us that our volunteer service "demonstrates the kind of commitment to your community that moves America a step closer to its great promise."

The White House also presented bronze-level individual awards to four of our members.

This national recognition comes just a few months after the Salvation Army presented us with its top honor for community service, its prestigious "Others" Award. The combination of these honors recognizes the truth about Machinists, that far from being greedy, we are generous with our time and our dollars,

**Continued on page 5**

## Helpful Advice from Health & Benefits

Health and Benefits Rep Garth Luark has helpful advice to members working at Boeing to ensure:

- They have designated a pension beneficiary,
- They have the option of diverting their lump sum to VIP, and
- They are aware of state law changes that could impact their Custom Choices Insurance. Below is a brief summary of each item.

### Designate Your Pension Beneficiary

It is important that members keep their contact information up to date, as well as their beneficiaries. Many members may not realize there is a *separate* web page for pension beneficiaries. Our health and benefits office discovered that many members have *NO* pension beneficiaries. This is not to be confused with company beneficiaries (for life insurance) or VIP beneficiaries.

It is worth the five minutes it takes to update or designate a beneficiary. You can do this through TotalAccess. To view the page, go to Total Access + My Savings & Pension + Accrued Pension Benefits + Boeing Pension Plans Online. A new window will open, and on the right click on View/Update Beneficiaries. No beneficiary Social Security number is needed.

While you're at it, check your VIP beneficiaries and your personal will.

### Machinists can divert 2010 Lump Sum bonus to VIP Savings

IAM 751 members will have the option to divert their 2010 lump sum bonus to their Voluntary Investment Plan (VIP) account later this year. The lump sum bonus of \$1,500 is part of the current collective bargaining agreement. It will be paid in November and members will have the opportunity to divert their en-



*Health and Benefits Rep Garth Luark helps members with issues on their health care, pension and insurance.*

tire bonus (diverting part of the bonus to the VIP is not allowed) to their VIP account instead of receiving it in cash.

To qualify for the bonus and opportunity to divert it to their VIP account, members must be actively employed, on a leave of absence of 90 days or less or on approved military leave of absence and be covered by the agreement as of September 3, 2010.

The process for diverting the bonus will be the same as it was in 2009. Please keep in mind that even if you elected to divert your bonus last year you will have to make a separate election to divert this year's bonus. And if you were not one of the 1700 participants who took advantage of this opportunity in 2009, please consider doing so in 2010.

Here is the upcoming schedule:

- September - Plan details and instructions published in *Aero Mechanic* and sent to your home
- October - Decision to divert Lump Sum to VIP is due

- November - Your Lump Sum bonus is deposited into your VIP account

### State Law Could Affect Custom Choices Benefits

A change in Washington state law could affect the benefits received by some District 751 members who have retired from Boeing on a disability.

As of July 1, the new state rules have changed the total amount anyone can receive as a disability benefit. With the change, the total amount that anyone can receive from disability insurance benefits and all other sources of income cannot exceed 80 percent of what they earned before they became disabled.

This will affect people who receive benefits through Machinists Custom Choices in particular.

Machinists Custom Choices offers three types of supplemental insurance policies to union members at Boeing: life insurance, a critical illness policy and long-term disability insurance. The long-term disability policies are underwritten by Boston Mutual.

"If a disabled employee is receiving income from other sources, and that combined income exceeds the limit, then Machinists Custom Choices may have to reduce their benefits," Luark warned. "This is a state of Washington requirement and neither Machinists Custom Choices nor Boston Mutual can do anything but comply."

All policy holders in Washington are scheduled to get letters alerting them to the change, and Boston Mutual is in the process of printing new materials to explain the changed benefits for any Washington residents who enroll in the future, he said.

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

**Tom Wroblewski**  
President, Directing  
Business Representative

**Jason Redrup**  
Vice President

**Susan Palmer**  
Secretary-Treasurer

**Clark Fromong**  
Sergeant-at-Arms

**Tommy Wilson**  
Heather Barstow

**Don Morris**

**Ray Baumgardner**

**Richard Jackson**

**Mark B. Johnson**

**Jon Holden**

**Brett Coty**

**D. Joe Crockett**

**Ron Bradley**

**Emerson Hamilton**

**Charles G. Craft**

**Steve Warren** (Eastern WA)

**Stan Johnson**

Union Business Representatives

### Union Offices:

- 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:

Nationwide 1-800-763-1301

Tacoma 253-627-0822

Hotline: 1-800-763-1310

Web site: [www.iam751.org](http://www.iam751.org)



## 751 AERO MECHANIC

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Member of The Newspaper Guild,  
CWA #37082

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## POLITICAL ACTION

# Machinists' Skills Key to Tanker Win, Boeing Says

Continued from page 1

here in Everett, our great Machinists in Kansas and all our engineering specialists throughout the company."

Because of their skills, Boeing has "the only team that has invented, developed and delivered combat-ready (refueling) booms," she said. The Boeing tanker is "capable, survivable, combat-ready on Day One for our U.S. warfighter and our allies."

In contrast, "what does the other team have?" asked Congressman Rick Larsen. "They've got an empty field in Alabama. An airframe developed and paid for with illegal subsidies. An untested airframe that's going to be built in France."

Airbus also has a lumbering, oversized airframe that will cost the Air Force billions more to buy and to fly, said Congressman Norm Dicks.

Dennis Mahmood, a District 751 Steward who has spent his career working on 767s, described how he'd been taught how to build airplanes by some of the legendary "Incredibles" who'd come over after launching the 747 program. He and other older Boeing workers have passed on those lessons and their

legacy, Mahmood said.

"We have a new generation of senior Machinists," he said. "Nobody needs to teach you guys – you know what to do."

It's time to quit talking about tankers and to start building them, said Congressman Jim McDermott.

Congressman Norm Dicks agreed. "We are going to win this fight," he vowed. "We won it the first time. The second time we had the lowest bid. I'm still waiting for the Defense Department to get this right."

Machinists have been hosting Boeing tanker rallies for most of the decade, Wroblewski said, but "I'll do as many rallies as we need to land this tanker."



District 751 President Tom Wroblewski noted, "Every single one of our Machinists working on the 767 line has more experience than the entire EADS tanker team combined." Also on stage Sec-Treasurer Susan Palmer and Congressman Rick Larsen.



Members remain enthusiastic and optimistic that they will be selected to build the Air Force Refueling Tankers.

"The next rally we have here," he predicted, "will be a victory rally for the American worker."



Photo right: Congressman Norm Dicks answers questions on the tanker deal. He has been a continuous champion – pushing for a Boeing Air Force Refueling tanker.

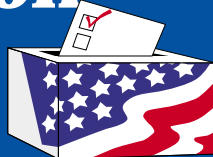


Above: Congressman Jay Inslee declared, "We're going to give Europe a red card and are not going to allow cheating in Europe to take away jobs in America."

Left: Stewards, SPEEA members and concerned citizens turned out for the July 9 rally.



## Remember to Vote in the Primary Election on August 17!



### 751 RECOMMENDED CANDIDATES FOR AUGUST 17th PRIMARY

**VOTE IN THE PRIMARY ELECTION**  
**Tuesday, August 17**

#### FEDERAL RACES

##### U.S. Senate

✓ **Patty Murray, D**

##### U.S. Congress

- ✓ 1st Dist. - Jay Inslee, D
- ✓ 2nd Dist. - Rick Larsen, D
- ✓ 3rd Dist. - Denny Heck, D ▲
- ✓ 4th Dist. - Jay Clough, \* D
- ✓ 6th Dist. - Norm Dicks, D
- ✓ 7th Dist. - Jim McDermott, D
- ✓ 8th Dist. - Suzan DelBene\*, D
- ✓ 9th Dist. - Adam Smith, D

#### STATE SUPREME COURT JUSTICE

✓ Pos. 1 - Stan Rumbaugh, \* NP

#### KING COUNTY COUNCIL, Pos. 8

✓ Joe McDermott, \* D

#### PIERCE COUNTY COUNCIL, Pos. 7

✓ Todd Iverson, \* D

#### PIERCE COUNTY AUDITOR

✓ Julie Anderson, \* NP

#### SNOHOMISH CO. PROSECUTOR

✓ Mark Roe, \* D

#### STATE LEGISLATURE

##### 1st District

- ✓ House 1 Derek Sanford, \* D
- ✓ House 2 Luis Moscoso, \* D

##### 2nd District

- ✓ House 2 Tom Campbell, R

##### 3rd District

- ✓ House 1 Andy Billig, \* D
- ✓ House 2 Timm Ormsby, D

##### 5th District

- ✓ House 1 Greg Hoover, \* D
- ✓ House 2 Dean Willard, \* D

##### 6th District

- ✓ Senate Chris Marr, D
- ✓ House 2 John Driscoll, D

##### 11th District

- ✓ House 1 Zack Hudgins, D
- ✓ House 2 Bob Hasegawa, D

##### 17th District

- ✓ House 1 Tim Probst, D

##### 18th District

- ✓ House 1 Dennis Kampe, \* D

##### 19th District

- ✓ House 2 Brian Blake, D

##### 21st District

- ✓ House 1 Mary Helen Roberts, D
- ✓ House 2 Marko Liias, \* D

##### 22nd District

- ✓ House 1 Chris Reykdal, \* D
- ✓ House 2 Sam Hunt, D

##### 23rd District

- ✓ House 1 Sherry Appleton, D
- ✓ House 2 Christine Rolles, D

##### 24th District

- ✓ House 1 Kevin VanDeWege, D

##### 25th District

- ✓ House 1 John Thompson, \* D
- ✓ House 2 Dawn Morrell, D

##### 26th District

- ✓ Senate Derek Kilmer, D
- ✓ House 1 Summer Schoenike, \* D

##### 28th District

- ✓ House 2 Tami Green, D

##### 29th District

- ✓ Senate Steve Conway, \* D
- ✓ House 2 Steve Kirby, D

##### 30th District

- ✓ House 1 Mark Miloscia, D
- ✓ House 2 Carol Gregory, D ▲

##### 32nd District

- ✓ Senate Maralyn Chase, D
- ✓ House 1 Cindy Ryu, \* D

##### 33rd District

- ✓ Senate Karen Keiser, D
- ✓ House 1 Tina Orwell, D
- ✓ House 2 Dave Upthegrove, D

##### 34th District

- ✓ Senate Sharon Nelson, D
- ✓ House 1 Eileen Cody, D
- ✓ House 2 Joe Fitzgibbon, D

##### 36th District

- ✓ Senate Jeanne Kohl-Welles, D
- ✓ House 2 Mary Lou Dickerson, D

##### 37th District

- ✓ Senate Adam Kline, D

##### 38th District

- ✓ Senate Nick Harper, D
- ✓ House 1 John McCoy, D
- ✓ House 2 Mike Sells, D

##### 40th District

- ✓ House 1 Tom Pasma, \* D

##### 42nd District

- ✓ House 1 Al Jensen, \* D

##### 43rd District

- ✓ Senate Ed Murray, D
- ✓ House 2 Frank Chopp, D

##### 44th District

- ✓ Senate Lillian Kaufer, D
- ✓ House 1 Hans Dunshee, D

##### 45th District

- ✓ Senate Eric Oemig, D
- ✓ House 1 Roger Goodman, D

##### 46th District

- ✓ Senate Scott White, D
- ✓ House 1 David Frockt, \* D
- ✓ House 2 Phyllis Kenney, D

##### 47th District

- ✓ Senate Claudia Kauffman, D
- ✓ House 1 Geoff Simpson, D
- ✓ House 2 Pat Sullivan, D

##### 49th District

- ✓ House 1 Jim Jacks, D
- ✓ House 2 Jim Moeller, D

Recommendations based on reviews of voting records and responses to questions on workers' issues.

\*Denotes Challenger ▲ Denotes Open Seat  
NP denotes non-partisan

**VOTE IN PRIMARY ELECTION**  
**Tuesday, August 17**



## IAM-BOEING JOINT PROGRAMS

# August Safety Corner: Always Use the Right Personal Protective Equipment

Recent accidents in Boeing factories around Puget Sound should point out the importance of wearing personal protective equipment to District 751 employees everywhere.

Here's a list of some of the most-common pieces of safety equipment and the work areas where they should be used. (Machinists who work at Boeing should remember that the company can require you to wear things like safety glasses and safety shoes inside many areas of the factories):

- **Factory Environments** – Safety glasses are essential in places with flying chips and dust; safety shoes are recommended for areas with sharp objects and the potential for chemical spills.
- **Machining Operations** – Use safety glasses for protection from chips, dust and flying fragments; use goggles and a cap when doing overhead work; use safety glasses and a face shield when grinding. Safety shoes are a must, to protect your feet from the risk of dropped heavy objects. Caps are important for keeping your hair from catching on machines. Don't use gloves when working with saws, power feed tools or tools with rotating or reciprocating shafts.
- **Metal or Composites Forming** – Use safety glasses and safety shoes.
- **Hand Tools Use** – Use safety glasses at all times, and cut-resistant gloves (such as leather or Kevlar) when working with sharp edges.
- **Powered Hand Tool Use** – Use safety glasses to protect from flying chips and dust.
- **Powered Hand Tools with Rotating Shafts** – Use a cap to secure your hair, safety glasses with either a face shield or goggles (for overhead work), and leather gloves.
- **Bucking and Riveting** – Use safety glasses, or either goggles or a cap with safety glasses if you're doing overhead work; hearing protection; and in some cases, add

vibration-dampening gloves.

- **Rolling Heavy Equipment** – Safety shoes are a must.
- **Fall Hazard Areas** – Full body safety harnesses and lanyards are essential to protect from falls.
- **Compressed Air Use** – Use goggles to protect from flying chips and dust.



*Always be aware of the proper personal protective equipment needed to perform your job.*

- **Overhead Material Handling** – To protect from falling objects, wear an American National Standards Institute-approved hardhat; safety glasses and safety shoes also are essential; and cut-resistant gloves are important if you're handling sharp edges.

- **Welding** – Welders must use a welding helmet with tinted lens and safety glasses and leather clothing to protect against hot sparks or welding flash; welders helpers should at least wear safety glasses with tinted lenses; both should wear safety shoes.

- **Extremely Cold Materials Handling** – Use safety glasses and a face shield, plus loose-fitting leather or cryogenic gloves; if there's a chance of spills, wear an apron.

- **Testing and Troubleshooting Live Electronics** – Wear safety

glasses, protective gloves and long-sleeve natural fabric shirts (like cotton or wool) to protect from shock or flash burn.

- **High –Noise Areas** – Each shop should have its own specific requirements.

It's important to note, there is no one glove that can protect against all chemical or physical hazards, which means that specific gloves must be worn for specific processes. Don't wear damaged gloves, and gloves contaminated with chemical residues should be discarded right away and replaced with a new pair.

In addition, Machinists at Boeing who use light energy, such as lasers, or chemicals should contact their closest Safety, Health & Environmental Affairs office or shop-specific Hazard Communication Sheets for information on the types of protective equipment required for what they're doing.

## E.R.T. Self-Paced and Instructor Led Labs and Courses

Learning, Training and Development have scheduled labs and courses to help members get through the Employee Requested Transfer (ERT) system.

Instructor led courses are shown in My Learning for Renton, South Park and Everett. These courses include:

- **Trim & Sand Basic** - Aug. 7, Renton
- **Composite Hand Lay-up**, Aug. 7, Renton
- **Drilling for Quality Basic** - Aug. 7, Everett
- **Using Digital Multimeters** - Aug. 14, Everett
- **Introduction to Airplane Plumbing** - Aug. 28, Everett
- **Wire Bundle Basics** - Aug. 21, Renton

To request learning for classes go to your My Learning page in TotalAccess and use this tip sheet: [http://insideltd.web.boeing.com/leadpublish/mylrng/learner/lrnr\\_tipshts/lrnr\\_ilp\\_rqst\\_new\\_lrng\\_tipsht.pdf](http://insideltd.web.boeing.com/leadpublish/mylrng/learner/lrnr_tipshts/lrnr_ilp_rqst_new_lrng_tipsht.pdf).

Lab locations, days and hours are:

### Auburn:

17-07 Bldg, Column J7  
Monday & Friday, 10 a.m. to 5 p.m.

### Everett:

40-31.3 Bldg., 3rd Floor Col. B13 Rm J  
Monday through Friday, 10 a.m. to 5 p.m.  
Every other Saturday, 10 a.m. to 5 p.m.  
Third Shift support Tuesdays, 5 a.m.

### Renton:

4-21.2 Bldg, 2nd Floor Col. A21, Rm 10  
Monday through Friday, 10 a.m. to 5 p.m.  
Every other Saturday, 10 a.m. to 5 p.m.  
Third Shift support Tuesday & Friday, 5:30 a.m.

### Frederickson:

24-50 Bldg.  
Thursday First & Third, 10 a.m. to 5 p.m.  
Every Other Thursday

## Workshops Can Help You Plan Financial Strategy for Your Retirement

IAM/Boeing Joint Programs regularly offers several workshops to assist members in planning for their golden years. The Personal Money Management workshop and Boeing Retirement Workshops are offered in Auburn, Everett, Tukwila and Frederickson.

The Boeing Retirement Workshop fills up fast as members want to know how the retirement process works, how pension benefits are calculated, different ways to collect VIP funds and information on retiree medical. The seminar is designed to give you the tools you need to make informed decisions about your retirement. To prepare for the workshop, review and print the seminar materials from the pension plans section for union-represented employees on the Boeing Benefits website (<http://www.boeing.com/benefits>).

The Personal Money Management Seminar is for anyone who wants a comfortable retirement or has other financial goals such as your child's college education or a new home.

Check the schedule and register for the workshop that is most convenient.

### Upcoming Boeing Retirement

To register call QTTP at 1-800-235-3453.

**QTTP Auburn**, 1102 15th St. SW, 17-239.1 Bldg.  
Aug. 12 Noon to 2 pm OR 3 pm to 5 pm

**QTTP Everett**, 7710 Evergreen Way, 7-61 Bldg.  
Oct. 21 11:30 am to 1:30 pm OR 3 pm to 5 pm

**QTTP Tukwila**, 6840 Fort Dent Way, 7-68.2 Bldg.  
Aug 19 OR Nov 4  
11:30 am to 1:30 pm OR 3:30 pm to 5:30 pm

### Personal Money Management Seminar

**QTTP Everett Office**, 7710 Evergreen Way, 7-61 Bldg  
Aug 18th OR Nov. 10th from 11 am to 1 pm OR 3 to 5 pm

**QTTP Tukwila Office**, 6840 Fort Dent Way, 7-68.2 Bldg  
Aug 12th OR Nov. 11th  
from 11:30 am to 1:30 pm OR 3:30 to 5:30 pm.

**QTTP Auburn Office**, 1102 15th St SW, 17-239.1 Bldg.  
Aug 17th OR Nov. 9th from Noon to 2 pm OR 3 to 5 pm

**QTTP Frederickson**, 24-60 Bldg, Conf Room 11G47.1  
Nov. 2nd from Noon to 2 pm OR 3 to 5 pm

To reserve a seat at any of the Personal Money Management Seminars you must call 888-223-8311 or email [mmepugetsound@mmeducators.org](mailto:mmepugetsound@mmeducators.org).



### IAM/Boeing :: Joint Programs **Computer Lab**

Learn Computer Skills in Dozens of Programs, including Microsoft Office 2003 and 2007, as well as Adobe CS4. You also get free access to hundreds of hours of online videos, which you can take with you anywhere! Learn to build a website, create a database, or become more efficient at the programs you use everyday.



**Thursdays in August**  
**10:30AM - 7PM**

**4-82.2, Q1.3, classroom 3**

**Questions? [jeremy.l.jordan@boeing.com](mailto:jeremy.l.jordan@boeing.com)**



# Member Helps Others as Angel in the Sky

by Rosanne Tomyn

“Whatever your dream might be, Boeing has programs to achieve that dream and if you’re lucky you might be able to turn that passion into helping others,” said 751-member Lynn Kanninen. It is a philosophy she believes in and regularly tells her co-workers about.

At the beginning of this year, Lynn became involved with an important charity called Angel Flight, which allows her to combine her passion for flying with her desire to help others. Angel Flight coordinates flights for children and adults whose lives have been forever changed by a serious illness. The organization relies heavily on volunteer pilots like Lynn who serve as “Angels in the cockpit” by donating freely their time and money to help change lives. There are 1,325 pilots in the Western organization of Angel Flight – 170 of whom live in Washington.

“I know there are other pilots in our membership and want to encourage them to get involved in Angel Flight,” said Lynn. “It is very rewarding, builds up your flight hours and is a good way to help others.”

For children and adults battling serious medical conditions, a long drive to receive needed treatments and surgeries is often inevitable. With some of the nation’s best doctors and facilities clustered in large cities, patients that live a distance away have no option but to endure a long trip to get the best care.

Thankfully, people like Lynn step up and volunteer their time and resources through Angel Flight.

Such long trips, especially ones that require regular travel, can be taxing on any patient receiving treatment, not to mention their family. Lynn, long-time member of District 751 said, “just think, you’re ill, you’re exhausted just from being so sick, and you have to drive back and forth. Your emotions would get to you, plus the cost of driving back and forth. It’s tough.” That’s why Lynn decided she was going to do something extraordinary to help.

As a person who never backs down from a challenge, Lynn regularly pushes herself. She spent eight years as a tank mechanic in the army. She is also an avid skydiver who has completed 174 skydives. She hired into Boeing as a Grade 4 riveter in 1989, transferred to the salaried payroll as a technician in a metallurgy lab, and then returned to the hourly ranks in the rigorous Tool and Die Apprenticeship program.

Always intrigued by the idea of becoming a pilot, Lynn started working toward earning her pilot’s license nearly 10 years ago. Just prior to her successful completion of the IAM/Boeing Apprenticeship Program as a tool and die maker, Lynn took her first flying lesson in the summer of 2002. By January of 2003, she had her pilot’s license.

Even after facing layoff from the Boeing Company, Lynn continued to dedicate herself to becoming a stronger pilot. Though it is costly, she kept up



*751 member Lynn Kanninen uses her pilot skills to help others through Angel Flight, which coordinates flights for children and adults with serious illness. She hopes others will pursue their dream through education programs at Boeing and find a way to turn their passion into helping others.*

with her flight training and gained her instrument rating while on layoff.

By 2006 when she was rehired, Lynn was well on her way to getting her commercial pilot’s license. She utilized QTTP benefits to get some flight instruction and now, five years later, all of her flight training has paid off. And it’s benefited more than just Lynn – it’s benefiting the community as well.

On June 23, 2010, Lynn flew her first patient from Renton to Aurora, Oregon. The patient, battling pancreatic cancer, has to go in for treatment every week at the Seattle Cancer Care Alliance. She lives in Aurora and relies on the kindness of pilots like Lynn, who was able to fly her both ways for treatment so she could make it home without the stress of driving for hours.

Pilots for Angel Flight fly more than just patients, too. Like Lynn, many fly needed tissues, family members of the critically ill, and even entire families as they prepare for a child’s surgery. And there are some fun missions, too. Lynn explained, “There’s also a summer camp for children who are burn victims. Angel Flight flies the kids to the camp. Nobody’s sick; they’re just going there to have fun.”

The organization also gathers a bunch of pilots each year in Aurora, Oregon for a day of free flights for needy children and their families. “It’s an annual thing. You just take the kids up and fly them around for about a half an hour; maybe

even let them manipulate the controls and stuff up there.”

So far, Lynn has flown five missions for the charity – three in June alone. Prior to taking the patient on June 23, Lynn transported important blood donations from Chehalis, Port Townsend, Elma, and Woodland for the Puget Sound Blood Center. On July 28, Lynn flew another mission to Friday Harbor for the Puget Sound Blood Center. Because the flights are typically during the week, Lynn must use her vacation to cover her time away from work.

And she’s donating more than just her experience as a pilot. Lynn explained that flying these missions can cost quite a bit as well. “You provide yourself, the aircraft, and your time. I don’t own a plane, so I rent one.” And the cost of both renting a plane and fueling it adds up. “I’ve done three missions this month,” Lynn explained. She’ll be flying another patient soon. “It’s worth it, I’ll be going again.”

Dedicated to paying it forward by donating her time to the community, Lynn is the personification of the union spirit. She explained, “Company and Union benefits have enabled me to be where I am right now. They’ve enabled me to achieve my dream of flying and that has enabled me to help others.”

As she continues her service as an “Angel in the cockpit,” we’re certain Lynn will make an indelible impact in the lives of many patients.



*As a graduate Tool & Die Maker Apprentice, Lynn Kanninen has taken on many challenges. Above she tells Steward Don Bykonen and Business Rep Heather Barstow of her Angel Flight missions and adventures in sky diving.*

## Officers and Delegates Accept the Oath of Office

*Below: District President Tom Wroblewski (r) administers the oath of office to Local C Council Alternates Thong Trang, Rick McKinney and Joe Smith at a recent District Council meeting in Seattle.*



*Above: L to R: Health and Benefits Rep Garth Luark administers the oath of office to Local F President Dwyane Johnson, Vice President Robley Evans, Local F Audit Committee Jimmy “JJ” Gonzalez, and Local F Educator Greg Campos.*



## President’s Column: Chicago Needs to Earn Future Work

*Continued from page 2*

and we are committed to make our communities better places to live.

With our leadership in the Boeing Employees Community Fund, our fundraising for Guide Dogs of America and our work in the community through the Machinists Volunteer Program, District 751 is making a real difference in the lives of the people of the Pacific Northwest.

Just think of all we could achieve – in both aerospace and in public service – if Boeing’s Chicago management team was as committed to the future of our state and our industry as the Machinists of District 751.



# FUNDRAISING FOR GUIDE DOGS OF AMERICA

## HITTING the GREEN for GUIDE DOGS

A packed field of 160 golfers turned out for the 19<sup>th</sup> annual Guide Dogs of America Golf Tournament at Kayak Point Golf Course near Stanwood, and raised more than \$12,000 for the charity.

The best-ball tournament winners were the foursome of Jim Roberts, David Borer, Bob Stockcamp and Jeff Adams, who shot a 12-under-par. Their names are being engraved on the tournament's revolving trophy, which will be on display at the District 751 union hall of their choice until next year's tournament.

The tournament is sponsored each year by District Lodge 751, and the organizers thanked everyone who participated in the June 26 tournament, including the players, volunteers and sponsors, and the staff at Kayak Point.

"It's been a popular event for almost two decades, and it was great to keep this wonderful tradition going," said Jon Holden, an Everett Business Rep who was the tournament's co-chairman.

"We appreciated all the people who came out from all over Puget Sound to support Guide Dogs of America," added Richard Jackson, another Everett Business Rep and the other co-chairman. "It was great to see so many new faces."



Curly Juneau lines up his shot as Spencer Smith, Kevin Smith and Allen Neph observe.



Jeff Tutton tees off.



The winning team consisted of L to R: Jeff Adams, David Borer, Jim Roberts and Robert Stockcamp.



Rich Smisek hits a long drive.



Solomon Kidane sends one flying.

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## Upcoming Fundraisers

### 751-A STEEL & WHEEL SUPER SHOW - AUG 14

Local 751-A Steel & Wheel Super Show to benefit Guide Dogs of America. The Show will take place Saturday, August 14 from 10 am to 3 pm at the EVERETT Union Hall (8729 Airport Road, Everett, WA).



Join us for fun, food and music while you browse these incredible cars and bikes. Raffle tickets for great prizes! Entry fee \$20 per vehicle pre-registration; \$25 day of event. Check-in time 8 am-9:30 am. For more info call 1-800-763-1301, ext. 3212.

### Guide Dogs Horseshoe Tournament - August 14th

The 7th Annual Local E Shoes for Puppies Horseshoe Tournament will be held at 2 p.m. on August 14 at the South Seattle Saddle Club, 22740 SE 228th St. in Maple Valley. Proceeds to benefit Guide Dogs of America.

Entry fee is \$50, and entry forms are available at all 751 Union halls around Puget Sound.

The tournament is part of a full weekend of family festivities, which will include a Saturday evening barbecue, a wide range of activities for children (including a bouncing house), a rock band for dancing and free camping at the Saddle Club for all participants.

Various raffles will be held throughout the day.

## Hitting the Streets for Guide Dogs



District 751's Women's Committee proudly presented \$10,033 to Guide Dogs of America as proceeds from the 2010 Flight for Sight Fun Run. L to R: Sec-Treasurer Susan Palmer, Cindy Ha, Gloria Millsaps, Heather Barstow, Kerry Ellison, Terri Myette, Jackie Boschok, Tina Wilson, Grace Holland and District 751 President Tom Wroblewski.

## Machinists 'Dog' Days Offer Discounts at Pacific Raceways

The annual Pacific Raceways fundraising event for Guide Dogs of America will be Aug. 20-22 at the drag strip near Kent.

Tickets for the event are \$5, with all proceeds going to Guide Dogs. Tickets are on sale at all District 751 union halls around Puget Sound.

However, on Aug. 21, there will be a \$10 surcharge for everyone 15 and older. That day is part of Pacific Raceway's 50<sup>th</sup> anniversary celebration, and the racetrack is planning a special day of events, including an extra 32-car funny car competition, and evening racing with



pro-modified and alcohol-fueled dragsters, leading up to a fireworks show at night.

Last year's event raised more than \$13,000 for Guide Dogs of America.





## COMMUNITY SERVICE

# Ramp Gives New Independence

A 17-year-old Marysville-Pilchuck High School senior-to-be has more independence in her life, thanks to a team of Machinists Union volunteers who built a new wheelchair ramp at her family's home.

Eight volunteers from Machinists District Lodge 751 – including two children – spent a sunny Saturday afternoon recently working on the project at the home of Richard Blake in Marysville.

"I really appreciate all they did for us, helping us out," Blake said. "They got her together and got her done."

Blake is the father of twin daughters, and is a Machinist himself, working at Boeing's Everett plant on the 777 line.

Both his daughters were premature babies who have dealt with a range of health problems, he said, and one daughter, Christina,

has been in a wheelchair most of her life.

Still, she attends school, and this year, the faculty, staff and students at Marysville-Pilchuck High School put on a couple of fundraisers to help the Blakes buy an electric wheelchair for her, which greatly increased her mobility and independence.

The problem was that steps leading up to the front door of their house prevented Christina from bringing the chair home.

"It was a step-and-a-half to get up there," Richard Blake said. "We've been leaving it at the school because we couldn't get it in the house."

With the school year coming to its end, the Blakes were faced with the prospect of leaving Christina's chair at school for the summer, unless they could get a wheelchair ramp built.

That's where the union's MVPs came in.

"In this case, it was a union member and his daughter who needed a wheelchair ramp," said Tina Wilson, an IAM/Boeing Joint Programs Coordinator who brought the Blakes' situation to the attention of our volunteer program. "We wanted her to have independence. That's what we're about, that's what our heart is about, helping each other."

MVP Volunteers spent about six hours on June 19 putting the ramp together, and at the end of it, Christina Blake was able to drive



*The volunteer crew pose for a group photo on the completed ramp along with Christina Blake, who will now have additional independence with the ramp as she begins her senior year at Marysville-Pilchuck High School.*

herself in her chair in the door. Her next goal, her father says, is learning how to navigate Community Transit's buses on her own.

The wheelchair ramp was a big step toward his daughter's independence,

Richard Blake said.

"It was done just in time," he said. "It all kind of worked out in the end."



*751-member Glen Howard brought his two sons (Alec and Caleb) to help with the ramp project.*



*Richard Blake takes his daughter Christina for a 'test drive' on the new ramp.*



*MVP volunteers secure the painted plywood on the Marysville ramp. The ramp was for the daughter of a member who works on the 777 line in Everett.*

## Serving Up Meals at the Mission

Every month 751 members volunteer several weekends to prepare and serve meals at both the Tacoma Rescue Mission and the Everett Gospel Mission. 751 volunteers have become a fixture at these area programs – with several members regularly volunteering at the sites. If you would like to volunteer or find out more information on volunteer activities, email kaym@iam751.org or call 1-800-763-1301, ext. 3335.



*Clark Fromong prepares sandwiches at the Tacoma Rescue Mission.*

*Vennie Murphy volunteers at the Tacoma Rescue Mission.*



*Left: Rob Curran serves up breakfast.*



## Solid Support for ECF

*The Machinists Union has long supported the Employees Community Fund and recently participated in ECF events. L to R: Grace Holland, Suzanne Moreau, 751 Sec-Treasurer Susan Palmer and Business Rep Ray Baumgardner take part in the ECF parade through the Everett plant.*



*Displaying their Presidential Service Awards from President Obama (L to R): District President Tom Wroblewski, Rob Curran, Chris Louie, Vennie Murphy, and George Braun. District 751 earned the gold-level award for logging in more than 3,720 volunteer hours in 2009. Curran, Louie, Murphy and Braun each gave more than 100 hours of community service in 2009.*

## Presidential Honors for District 751's Community Service Efforts

*Continued from page 1*

award.

Our volunteer program took on projects ranging from food drives and holiday bell ringing for the Salvation Army to building 10 wheelchair ramps for home-bound people around Puget Sound.

In addition to that, District 751 volunteers also raised close to a quarter-million dollars

for Guide Dogs of America in 2009 with a series of fundraisers.

"This year is our 75<sup>th</sup> anniversary and our theme is 'Building a Better Community,'" said District 751 President Tom Wroblewski. "Through the work of our Machinists Volunteer Program and with Guide Dogs of America, we are building better communities all around Washington state, and we're making our little part of America a better place."



# District 751 Retiree Spotlight: Edmond Laville

by Rosanne Tomyn

This month’s retiree feature is Edmond Laville. Born in Washington in 1924, Ed grew up in the Newcastle area. At the age of 19, he was drafted into the war. He served in multiple battles in the Pacific in the Admiralty Islands as a part of a unit aptly nicknamed “MacArthur’s Boys.” He contracted jungle rot and malaria that would attack his system for years. Still, he kept his focus and continued to serve. His account of the war in the Pacific, as well as his history at the Boeing Company that started after the War, provides key insight into his generation – one whose perseverance and dedication to comrade and country has yet to be matched.

**Did you grow up in Washington?**  
Hazelwood. It’s Newcastle now.

**Were you working before you were drafted?**

I was working at Lake Washington Shipyards. I was only 19 and wanted to get into the service because when I was growing up, it wasn’t an easy life.

**Had you already graduated high school?**  
No, I quit high school in the tenth grade because I wanted to get out and work.

**What branch of the military were you drafted into?**

I got into the cavalry where you ride the horses one day then walk. Jumpin’ off a horse at ten miles per hour with a machine gun and all this and that. I was in good shape.

**When you got drafted, did you get to choose what you would end up doing?**

No. We was in the barracks one day, there was 60 of us. Here come an officer and he says ‘all you guys are now in the cavalry.’

**Did you have a say as to where you would be stationed for the War?**

We ended up in a training camp not too far from Fort Riley where all the big shots ride with their horses. They wanted to put me there instead of going overseas. But I refused it. I said ‘I don’t want to be an officer or anything like that.’ They knew I was pretty sharp at that kind of stuff.

**Were you still cavalry when you went overseas?**

No, we ended up being infantry.  
**Where were you sent overseas?**

We were MacArthur’s boys. We fought in the Admiralty Islands against the Japanese.

One time I ran up on that beach about 150 yards and I dropped. I thought I got shot. Anyway, I laid there and next thing you know I got up. I must have had a trick leg because I was so scared I think I just dropped right down.

Anyway, we crawled through that dog-gon jungle just like moles. The Japa-

nese were up in the coconut trees firing down on us. We had some boys with tommy guns, they’d go there and fire.

**How did you get along with the leaders of your unit?**

Well my first Sergeant when you were going through the mess line, there he was with the tablet you’re supposed to take for Malaria. I said ‘where have you had your hands?’ I said ‘I’m not gonna take that out of your hands, I’ll take it out of the bottle.’ Next thing I knew, he grabbed me by the shirt and pulled me over the rail and we was fightin’ in the sand. The Sergeant didn’t know how tough I was so we become friends real quick like. I was the youngest one in the outfit. All the rest of them were in their thirties at least.

**How did you get supplies while you were fighting on that island?**

An airplane would fly over and drop our food and ammunition about every three or four days. K rations. Same stuff that they have today – just food.

**Were you being attacked most of the time you were on the island?**

The worse, most dangerous job was our scouts. It was a real struggle. We’d chop down coconut trees and stuff like that, make a barricade around and dig a hole for the machine guns and stuff. It was a terrible thing. I was crawling through all these swamps and everything, I got jungle rot. On my hands and my feet. And I had 13 attacks of malaria – always in the hospital. About every four weeks, I’d have an attack of malaria.

**How long did you deal with that?**

The last attack I had was in Spokane Washington at the Air Force Hospital. All my legs and my face was gauze and three times a day they’d come in and pour a bunch of liquid and junk all over the stuff. And that’s where I got malaria – I didn’t get malaria out in the jungle.

**How many times did you end up in the hospital while serving overseas?**

I had jungle rot when I was sent to a field hospital. I’d end up at two different hospitals in the jungle. I can’t remember how long I stayed in the tropics. And the next thing I knew ended up in California, at one of the general hospitals still having malaria about every four weeks.

After I got out of the hospital. The War was still going on, but we had all the German prisoners there in California. They all spoke English, most of them.

**What did you do after the War?**

I was a jack of all trades and a master of none. If somebody wanted somethin’ done, like diggin’ wells and blasting stumps out of the earth and junk like that. And I had my own machine shop down there in Renton called L&L Machine Works. It was my brother and I had this shop. And I wasn’t making any money in that shop because I was too honest. So, I went to work for Boeing instead.

**Did you meet your wife after the War?**

Oh, I’ve known my wife forever. I think we were 12 years old. We used to swim together down in Lake Washington. Her family and my family they all worked up in Newcastle together in the coal mines.



Edmond Laville worked 26 years at Boeing before retiring and was never laidoff.

**Were you married when you went into the service?**

No, I was about 23 or 24 when I got out of the army. Then when I was 27 I met my lady friend again through a friend of mine that was related to their family. I see this beautiful lady up against the wall in this beautiful yellow dress and everything. Pow! Just like that. We were married over 52 years. But my wife she died from a blood clot. I went through hell. I’ll never forget her, that’s for sure.

**What made you apply at Boeing?**

I was kind of a smart little bugger, in a way. Anything that Boeing had I could do. When I entered Boeing, they put me in experimental.

**What was your first job at Boeing?**

Running a DoAll saw. Nobody knew how to run a DoAll. Anything you’re cutting, you have to understand hard or soft and this and that and people running the DoAll didn’t know that. You can cut anything if you know the speeds and how to use the right blades and all this and that. And I had that in my own shop and everything and so I run that DoAll. I didn’t want no other job than that.

**Did you work in the same job for a long time?**

Next thing I knew, I was on a mill. Drill press, you name it. When you’re in experimental, you use every machine in the shop.

**Did you enjoy your work?**

Yeah, I had a nickname there at Boeing. I was the butcher. And when anyone wanted something done, they’d bring it to the butcher. And my boy, he’d always bring his stuff to me. So I’d take care of it. Whatever it took.

I worked swing shift for most the time, so in the day time I worked a different job. I lived right next to a fire hall, so I was a full time fireman too for 25 years. I worked at night for Boeing and in the daytime I was at the shop or the fire brigade or something.

**Was working in experimental difficult?**

The hardest part actually was experimental because you were the first person to ever cut different materials or make the first part for an airplane. You’d make the first part and they’d pour something to make a lot of them. It was a very interesting job. I put in a lot of ten hour jobs sometimes, seven days a week. I worked through the holidays, stuff like that.

Whenever Boeing had a new machine coming in, they’d always come get me because I had the understanding of how machines work. The DoAll saw, actually people don’t understand this, was one of the best machines Boeing ever had. Lets say it takes ten hours for a guy to do a job on a mill when you bring the same part to the DoAll saw, the DoAll saw cuts all the excess off within maybe a quarter inch of the finished job. It would save hours and hours. They’d always bring it to me and I’d do that. They couldn’t believe it. I could run anything.

**Did any of your family work at Boeing?**

I had two brothers working for Boeing before I went in and they all had over 40 years at Boeing. I entered in experimental in the little red barn. And my brother was in another shop too. Anyway, then I had a daughter that worked at Boeing and a son that worked at Boeing.

**Did you join the Union as soon as**

**you started working at Boeing?**

Yeah, you joined the Union. People don’t like scabs, lets put it that way. You had a lot of different things if you joined the Union.

**What do you remember about going on strike during those years?**

When there was a strike, I just went along the lines just like everybody else. I wasn’t a scab, let’s put it that way. And the dinners, once a week we used to go down there to have a meal and stuff like that.

**What was your first job?**

After I hired in, that was a funny story. I was only I think 12 years old and I was delivering the Star newspaper in Hazelwood. With my first paycheck I went down to Western Auto Supply and bought a Western Flyer bike with two baskets in the back to hold my papers. When I entered Boeing, the first day I went upstairs and here’s Steve Austin, the big shot. I walked in there and he said, ‘hi Ed.’ He said ‘I sold you your first bicycle’ for I think \$10 and ‘you paid the bills right up.’ That was my first day.

**What was the biggest difference at Boeing between the time you got hired and when you retired?**

When I retired out of Boeing, everything was run automatically with computers. And I didn’t want to mess around with them darn things anymore. And once a year, we used to go to Christmas parties and I’d meet some of my apprentices. And they were Foremen and they were running four or five big machines in a little office.

One thing about Boeing, you know, right now there’s only young people. No old people anymore. Everything is run with computers and this and that. So, the older generation more or less slid out. And the younger generation is moving in. Which is, I don’t know if it’s good or bad, we’ll find out.

**What made you decide to retire?**

When I retired, I retired two years younger. We took vacations here and there. We took trips and cruises here and there, you know.

**How long did you work at Boeing?**

I worked there 26 years without a layoff.

**What would be the best advice you could give a younger person today?**

Pay your bills! On time. No credit cards. I own a credit card but I never use it. If I want some money, I just go over to the bank. Never use a credit card! I pay cash for everything. If I can’t afford it, I don’t buy it. That’s why I drive a car, a 2000, and I keep it in shape and it’s just as good as a brand new car.

In my family, we never did put our hands out for anything. We always would give. Give, give, give. We had our own little ranch. Today, you go up to the food bank and people there are driving a Cadillac and getting the food out of the food bank. I had a friend and I, we used to deliver food. We’d go to the bakery and get bread and take it down to the Senior Center. If the Senior Center couldn’t handle it, we’d bring it down to the food bank. And that’s when I saw all these big rich cars sitting down there. They were gettin’ the food and that bothered the heck outta me.

**Do you think the younger generation has a different work ethic than your generation?**

Yeah. Computers, computers, computers. That’s gonna kill ‘em. There’s more people going through therapy using these darn computers than me workin’ out in the field with a pick.



## Attention Retirees - Share Your History!

If you are willing to share your personal stories of Union membership, call 1-800-763-1301, ext. 3340, OR send an email with contact information to: [rosannet@iam751.org](mailto:rosannet@iam751.org) OR Mail the form below to: Aero Mechanic, 9125 15<sup>th</sup> PIS, Seattle, WA 98108

NAME: \_\_\_\_\_

Year Retired: \_\_\_\_\_

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City, State, Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_



# RETIREMENT NEWS

## July Retired Club Minutes

by Ruth Render,  
Retired Club Secretary

The meeting was called to order by President T.J. Seibert. The Lord's Prayer was said followed by the flag salute and the singing of "God Bless America" led by Ruth Render and Betty Ness.

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

**Minutes:** It was M/S/P to accept the minutes as printed.

**Financial Report:** Treasurer Betty Ness read the report, which was M/S/P to accept. Mike Keller announced that the Audit Committee reviewed the financial records for January through June. Everything was found to be in order.

**Health & Welfare:** Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: David Best, Jonny Hosner, Michael S. Johnson, Vicki Kriss, Dwayne Kuver, Roger Oliver & Harold L. Smith.

**Legislative Report:** Carl Schwartz read a resolution to be sent to the newly formed

group Social Security Works for Washington in support of continuing the current funding tax system for Social Security. It was M/S/P to support the resolution.

Carl also spoke about the South Park Bridge closure and the upcoming primary election. He stated recommendations would be listed in the August issue of the *Aero Mechanic*. Be sure to vote August 17. Carl also mentioned Initiative 1098 which will be on the general ballot. If passed it would change the tax structure in Washington State. He strongly supports the initiative.

**Birthdays & Anniversaries:** Ruth Render read the birthdays for July: Calvin Doss, Rose Motola and Chalmers Elliott (99 years old). There were no July anniversaries.

**President's Report:** T.J. Seibert said he had spoken recently to Al Wydick. He is still going through treatment for cancer and would appreciate your thoughts and prayers.

T.J. asked the club if they wanted to hold a regular business meeting in Au-



*Celebrating birthdays in July at the Retired Club meeting were: L to R: Calvin Doss (79), Chalmers Elliott (99), and Rose Motola (83) who had her husband Isaac Motola stand with her in the photo. Chalmers turned 99 the day before the club meeting and still lives in his own home, keeps up his house, including mowing the lawn.*

gust in addition to the retiree picnic. It was M/S/P to have a regular business meeting on August 9. The Retiree Club picnic at Woodland Park will be on Monday, August 16.

### Business Representative Report:

Legislative Director Larry Brown gave the report. He spoke about the tanker rally July 9 at the Everett Union Hall. Several legislators were there to support Boeing's bid, which would bring 11,000 jobs to Washington State. The decision should be made by mid-November.

Larry also gave a South Park Bridge funding update – \$95 million has been raised so far. We expect the rest to come from the federal government. The most likely source would be the TIGER2 grant. Larry Brown thanked John and Robin Guevarra for their involvement to help secure a new bridge. By mid-August we hope to have

all the required funds for the bridge replacement.

Larry Brown also reminded everyone of the August 17 primary and stated the union's recommendations are listed in the August *Aero Mechanic* on page 3. These are very important elections, the top two winners in the primary go on to the general election.

T.J. thanked Larry Brown for everything he has done for the Retiree Club and District 751.

**Adjournment:** A motion was made to adjourn at 11:50 a.m. M/S/P

### RETIRED CLUB OFFICERS

President	T.J. Seibert	206-329-0160
Vice President		
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgt-at-Arms	Leroy Miller	206-878-0601
Trustees:	Louise Burns	206-242-5878
	John Guevarra	206-762-3848
	Mike Keller	206-723-4973
Union Office: (1-800-763-1301) or 206-763-1300		



*Retiree Darrell Wallis regularly brings food donated from local businesses for retirees to take home to supplement their groceries.*

## Blocher Retires After Years Helping Others

Long-time vocational rehabilitative counselor Peggy Blocher retired from IAM-Boeing Joint Programs in July, after 14 years of helping injured District 751 members get back to work.

"I learned a lot about Joint Programs, District 751 and Boeing itself, all the programs and all the positive things that they do," she said at her retirement party, where she was presented a gold watch and a retiree's pink visor by District 751 Secretary-Treasurer Susan Palmer.

"We thank you for your professional and thoughtful support of our members over the years, and a job well done," Palmer said.

Blocher praised her former IAM Crest co-workers, saying that they "work very hard and very diligently to support the members."

Blocher joined Joint Programs in 1996 as a vocational rehabilitation counselor in Auburn. She moved



*District Secretary-Treasurer Susan Palmer (l) presented Peggy Blocher (r) with a gold IAM watch at her retirement from Joint Programs. Blocher spent 14 years helping injured 751 members get back to work. Also pictured, her husband Bruce.*

into an administrative post in 1999, where she worked until this past year, when she moved back to Plant II to work directly with clients.

"Working with people and doing hands-on work, it's what we're all about," Blocher said. "It was great to get an opportunity to do that again."

Blocher, who lives in Puyallup, says she plans to spend time with her family and travel with her husband, Bruce, while also looking for community service opportunities in and around their home near Puyallup.

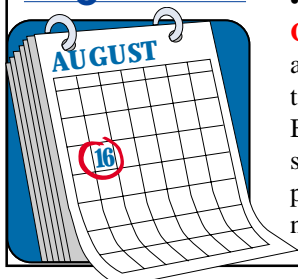
### Union Retirees:

Congratulations to the following members who retired from the Union:

Joseph F Ambrose	Ann M Lungi
William D Baum	Forrest C Luthy
David M Brooling	Kenneth R Magruder
Fred C Bruce	John P McCabe
Bradley J Cain	Jerry G Murray
Benjamin L Carey	Nga T Nguyen
Francis P Clements	Kandi L Nielson
Elizabeth E Conley	Kenneth E Oen
Pedro N Cordoba	Maria Porter
Robert L DeForest	Jerry L Potts
Cheryl A Duryee	Kenneth B Quint
James P Durgin	Deen T Reeder
Steven M Ferguson	Clark M Rieck
Thomas M Foley	Eli M Samac
Christine S Gannon	Davis L Scott
Wallace F Greetan	Carlin K Schroeder
Forest Haley	Robert D Schwinler
Ronald D Hilton	Vera B Secrest
Mark P Ilyankoff	Gordon A Shaflik
Tony R Johnson	Deborah L Spadoni
Martin J Johnson Sr	Willie J Spears
Renee M Kettley	Dennis A StClair
Roland H Krona Jr	Rosemary L Tousley
Ha S Lee	Kenny K Toyoji
James W Leonard	Donald L Turner
Roger H Lewis	Ronald A Wiecek
John E Lind	Elmer F Wirta Jr
Joseph P Longworth	Rocky W Yunge

### Save the Date - Retiree Picnic

August 16th



• Save the date – **Annual Retired Club Picnic, Monday, August 16th** at Woodland Park, Stove 6. All retirees and their guests are invited. Bring a salad, side dish or dessert to share. Chicken and soda will be provided. Begins at 11 am, lunch at noon.

### Meeting Dates

• 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.). Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.

• Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.



FREE

WANT ADS

FOR MEMBERS ONLY

ANIMALS

AKC GERMAN SHEPHERD, 8 beautiful puppies born July 1, parent OFA C.H. Line’s, \$800. 425-681-9158

PUREBRED BLACK PUG PUPPIES, born May 18th, adorable. 3 female, 2 males. \$300-\$250. Great companions. 360-652-1505

3 PURE-BRED MALE PUGS, ready for good home, \$600 each. 425-530-9671

“PET GROOMING” Personal Touch Pet Parlor is now open for all your pets’ needs. Located Marysville area between 116th & Smokey Point. 425-231-0340

AUTO PARTS & ACCESSORIES

2005 CANOPY NISSAN FRONTIER king cab, also fits most Toyotas , silver blue, tinted windows, front slider, excellent condition, \$200. 425-432-1339

CAR TRAILER for sale \$1,800. 2008 CHEV CANOPY 1500 200. 206-767-2578

ISUZU DIESEL ENGINE in frame that looks like it ran some sort of machine, has pulleys instead of transmission, doesn’t run, \$150. 253-840-2108

BOATS

12 FT LIVINGSTON boat for sale, on trailer. One electric motor and one gas 2-stroke. All for \$800 cash. 206-433-6024

10’ ALUMINUM BOAT with oars, 2 western saddles with blankets, 29 gallon aquarium with storage display stand, matching curio cabinets – rope design plus more. 253-275-8111

COTTAGE INDUSTRIES

SUMMER TUTOR AVAILABLE, Washington State certified teacher available during the summer for tutoring. Current 7<sup>th</sup> grade math and science teacher looking for summer work - endorsements in K-8 education, math and science. Qualified to tutor all ages and subjects and willing to work around student and family schedules, M-F. Please call 253-208-5999 for more information.

GOLD’S GYM, RENTON, 10728 NE Carr Rd. Take advantage of Special Boeing Employee Rate - simply present your Boeing badge for discount! Family Owned & Operated by Boeing Employee Michael Cavaiani, a strong Union brother! One time processing fee of \$49, single monthly membership dues of \$29, family add-ons \$20. Personal Training rates available at \$49 per session (reg \$60). 425-793-5457

AFFORDABLE PROFESSIONAL PHOTOGRAPHY, Studio J Images is a local photography company offering professional wedding, anniversary, engagement, pregnancy, family, graduation, and specialty photography. All digital packages available or design your own package. Flexible, reliable, and eager to be a part of your event or special occasion. Ask about our **SPECIAL FOR MACHINISTS MEMBERS**. More information and slideshows at \o “blocked::http://studiojimages.net/” http://studiojimages.net/ or call Beth at 402-730-8663.

“JUST A CALL AWAY” DAILY CHECK-IN CARE FOR SENIORS or loved ones living independently, 10% discount to Boeing employees, packages starting at \$19.99. 206-772-0747 or [Diana@justacallaway.net](mailto:Diana@justacallaway.net)

ARE YOU LOOKING FOR SOMETHING TO DO IN YOUR RETIREMENT? Sunset View Garden Club meets the third Thursday of each month at the Golden Pine Apartments, 2901 10<sup>th</sup> NE, Renton, WA. Everyone is welcome. Contact 425-255-8195 or 425-255-0859 for more information

LAKE TAPPS BACKFLOW. For all your backflow testing and repair needs. \$5 discount for members. \$10 discount for seniors and veterans. Licensed, bonded, insured - a service disabled, veteran-owned small business. Call 253-217-7751 or e-mail [laketappsbackflow@comcast.net](mailto:laketappsbackflow@comcast.net)

ATTENTION TO AD RULES

*Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number instead of addresses in ad copy. 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 13th

PHOTOGRAPHER. VERY affordable digital wedding photography. Save money. Also available for family portraits, senior pictures and special events. Call about Fall and Christmas events now. 206-240-9773

STUDIO IV SALON & DAY SPA offers a wide range of services and highly trained staff. \$5 off any service for Aerospace Machinists members. Located in Auburn at 119 East Main St. Walk-ins welcome or call 253-333-8617 for an appointment.

TATTOO SPECIALS of the month, all Boeing employees and families 25% off, Underground Tattoos. 253-590-3892

THE COMPUTER GEEK LLC, reliable new computer builds and reliable computer repair, great rates, done in timely manner. 425-374-4175

RETIREES FROM KSC shop 2-2165, 18-62 bldg, meet for breakfast monthly in Auburn, contact [clintbonnie@hotmail.com](mailto:clintbonnie@hotmail.com) for more info.

ELECTRONICS & ENTERTAINMENT

ENTERTAINMENT CONSOL, great shape, free. 206-762-4732

FURNITURE AND APPLIANCES

QUALITY QUEEN SIZE WATERBED, liner, heater and controls, water conditioner, fill and repair kits, almost new condition, includes sink faucet fill and drain adapters, \$65. 425-212-9501

FREE - CAL. KING PLATFORM BED w/ storage. 37” tall headboard. Dark wood. Missing right half six-drawer unit. 253-845-0897

PELLET STOVE, Whitfield brand, good condition, \$150 or best offer. Phone 253-735-5380 Dianne or Linda

IVORY-COLORED DAYBED, twin mattress, ivory eyelet comforter, dust ruffle, 3 pillow shams, plus 3 pillows. Like new condition. \$165 OBO. 253-265-6498

BERKLINE ZERO STRESS MASSAGE RECLINER, 8-roller shiatsu massage recliner, brand new condition, \$1000 cash. 425-760-1575

HOUSING

3BD/1BA HOUSE FOR SALE, attached garage, fully fenced, back yard, private, 2 storage sheds, garden space, patio great for BBQs, price reduced to \$220,000 so hurry, Covington. 253-639-9777

REAL ESTATE BROKER - wanting to buy or sell a home? Call Hans at 425-931-6631. Email [hansostrander@windermere.com](mailto:hansostrander@windermere.com). Windermere Real Estate/CIR.

NEW IN SHELTON, 2112 sq ft, 4bd/2ba rambler, RV parking, finished garage, breakfast bar, lg mud room, walk in closet, .6 ac. on cul-de-sac, 12x18 patio, low e windows, vinyl siding, \$215,000. 360-275-0974

2 DUPLEXES FOR SALE, 2003 and 2004, Shelton, WA, exc cond, 2bed/1bath each, 2 car garage in between, w/d, dish washer, sewer, bus line, hospital, \$210,000 each. Rent each unit \$750. 360-275-0974

KONA HAWAII OCEANFRONT CONDO, enjoy spectacular views, 2 bd/2 ba condo w/ private lanai, pool, jacuzzi, see [www.banyantreecondo.com](http://www.banyantreecondo.com) for more info. \$1,025-\$1175/wk. Boeing discount pays taxes. 206-938-9214

WELL KEPT HOME IN BURIEN area, 3BR main level, basement/rec-room, level fenced 1/3 acre, garden space, fruit trees, chicken house, detached garage/shop, \$257,921. 360-435-2430

HOOD CANAL BEACH CABIN. Enjoy shorebirds, shellfish, sea life at 1-bdrm beach cabin. \$550/week. \$190 for 2 nights. See “Sisters Point Cabin” at [www.explorehoodcanal.com](http://www.explorehoodcanal.com)

MARYSVILLE TOWNHOME 3-bdrm, 2.5-bath. \$145K. Has pool, remodeled kitchen. Close to Quil-Ceda, 20 minutes to Boeing Everett. See MLS #82153 at Windermere.com

EXTRAORDINARY HOME near Frederickson and Auburn site, 1851 sq ft, .34 acres, 4BR/3BA, RV parking, 2 sheds, hot tub and Jacuzzi tub, fruit trees, fresh painted, fenced, huge deck, near creek, new: windows, insulation, pipes, 200 amp panel, alarm and sprinkler system, mls#52842, near creek and freeways. 253-535-4052

MISCELLANEOUS

CAR TRAILER for sale \$1,800. 2008 CHEV CANOPY 1500 200. 206-767-2578

10’ ALUMINUM BOAT with oars, 2 western saddles with blankets, 29 gallon aquarium with storage display stand, matching curio cabinets – rope design plus more. 253-275-8111

LARGE BIRD CAGE 5’ 6” high, 4’ wide by 2’ with pull out tray, \$350. Two small cages \$100 fold up on all wheels. 360-825-0763

OLD OAK WINE BARRELS, 12 gal. \$20. 2 small live animal traps \$10 each. 2 metal file 4-drawer cabinets, 425 each. 18-speed bicycle \$20. 2 (100) bottle wood wine racks. 206-459-2659

OLD SET CHINA, made in Japan/Harmony House Westwind, 93 pieces and other stuff. 253-841-2108

DYNO BOYS BIKE 22”, new condition \$50 (cash). Huffu free standing basketball hoop \$60 (cash). Tiga full-size ping pong table plus paddless and balls \$110 (cash). 425-210-3054

17 POLKA RECORDS, long playing, various artists \$25 for all. Collectible 747 jet, runs, lights flash, doors open, engine revs up. Like new in box. \$75. 360-569-2126

VIKING 960 SEWING MACHINE, recently serviced. Includes all accessories original to machine. Sews beautifully, like new condition \$175 obo. 253-265-6498

SOLAR GEM GREENHOUSE, 8’ x 7.5’, includes 2 cedar worktables with hanging rails & potting tray. \$795 obo. 253-265-6498

14 KT YELLOW GOLD NECKLACE with two small diamonds for sale, paid \$300 but asking \$150, pics available upon request, [jlynn\\_r@hotmail.com](mailto:jlynn_r@hotmail.com), 425-922-0693

PROPERTY

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran’s section, 2 or more \$1425 each, 6 available if you want a family section. 360-494-4118

5 ACRE WOODED LOT, 7 miles east of Arlington WA, \$57,721.00. 360-435-2430

HOOD CANAL BEACH CABIN. Enjoy shorebirds, shellfish, sea life at 1-bdrm beach cabin. \$550/week. \$190 for 2 nights. See “Sisters Point Cabin” at [www.explorehoodcanal.com](http://www.explorehoodcanal.com)

MARYSVILLE TOWNHOME 3-bdrm, 2.5-bath. \$145K. Has pool, remodeled kitchen. Close to Quil-Ceda, 20 minutes to Boeing Everett. See MLS #82153 at Windermere.com

WATERFRONT LOT, includes a 1993 5th wheel with tip out. A must see, \$225,000. Please call Bob 425-226-6349, Easton, WA

CABIN & TWO 20-ACRE PARCELS with power, water, and sewer complete, fully covered forest land, \$130,000. 253-951-6586

WASHINGTON MEMORIAL CEMETERY, 5 plots, \$1500 each OBO. 253-922-6291

RECREATIONAL MEMBERSHIP

SUNRISE CAMPING MEMBERSHIP for sale, purchased in 1983, will sell for \$4000 OBO, dues paid until March 2011. 360-633-5647

HAVE A MEMBERSHIP IN WORLD MARK, seven places here in Washington, if you are interested in a great weekend call for details, \$160. 253-840-2108

REC VEHICLES

1995 WINN/VECTRIA CLASS A 34.5 motorhome. All kinds of extras. 29,000 miles. Includes aluminum cover, \$21,000. 253-486-7974

Circle One:

ANIMALS  
BOATS  
TOOLS  
HOUSING  
AUTO PARTS & ACCESSORIES

ELECTRONICS & ENTERTAINMENT  
FURNITURE & APPLIANCES  
RECREATIONAL VEHICLES  
MISCELLANEOUS

PROPERTY  
RECREATIONAL MEMBERSHIP  
SPORTING GOODS  
VEHICLES  
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 Aug. 13th! OR fill out the form and submit online at: [www.iam751.org/aero/wantads/wantadform.html](http://www.iam751.org/aero/wantads/wantadform.html)



1998 34 FOOT CLASS A MOTORHOME, 1 -slide, queen size walk around bed, split bath, 2 ACs, Ford 460 gas engine, Southwind Storm, only 33,000 miles, runs great. \$26,500. 425-335-4336

1994 ITASCA 29' CLASS "A" MOTORHOME, under 67,000 miles, new rear tires & brakes, 2 TV's, DVD/VHS player, AC/LP fridge, extras, \$20,000 or reasonable offer. 425-255-2025

1995 AIR STREAM MOTORHOME, L 30 ft with generator. New tires, batteries, & refridge. Equipped for touring. Mileage 38,399. \$18,500. Top condition. 206-323-6829

19' TOY HAULER '04, micro, A/C, extra spare tire, sleeps 6, Wanderer Super Lite, \$9000. 253-846-8807

## SPORTING GOODS

DYNO BOYS BIKE 22", new condition \$50 (cash). Huffy free standing basketball hoop \$60 (cash). Tiga full-size ping pong table plus paddles and balls \$110 (cash). 425-210-3054

3 ELECTRIC OUTBOARD MOTORS, die hard 3 HP, Minn Kota 23 lbs thrust, A small wizard, \$200. 360-427-6913

WOMEN'S GOLF SET, graphite, covers, extras, hand cart \$135. 2 mountain carts, Three wheel, \$40 each. Carry golf bag \$35. Extra irons and clubs? 206-242-6740, Burien, WA

ITHICA - 12 GA PUMP SHOTGUN, early 60s vintage, beautiful wood, model 37 featherlight, deerlayer barrel. 425-432-9192

HAVE TWO CURVED STEEL (4"x5") pipe basketball poles, one has backboard hoop, other has only hoop, \$50 ea or both \$75, will recycle if not sold. 253-840-2108

NORDIC TRACK SKI EXERCISER, used less than 2 hrs, paid \$339 plus, will sell for best offer. 253-941-3690

## TOOLS

OLDER SEARS TABLE SAW, 10", \$75 OBO. 253-922-6291

21 INCH SELF-PROPELLED ELECTRIC START, needs cable hook up, it came off beneath for self-propelled to work, runs good 3 to 4 years old, Troy Built. 253-350-2132

WHEELBARROW less than \$15. 206-878-0601

CAR RAMPS \$5 OBO. 206-878-0601

TOOLBOX WITH ROLL OF WAY-BOTTOM, box 3 drawers, L 19 in, H 12 5/8 in, W 9 in, \$30 OBO. 206-878-0601

10" DEWALT RADIAL ARM SAW, with stand, good condition, \$110. 425-228-9406

## VEHICLES

1997 CADILLAC, good condition, 106,000 miles, leather seat covers, \$3,000. 206-772-0419

2004 HARLEY ROAD KING CLASSIC, new tires, excellent condition, 11K miles, never dumped or damaged, \$11,900 OBO, no trades. 425 830-0070

'89 HARLEY FXLR, black, 62K miles, mukuni carb, saddle bags, 16" sissy, HD owners/parts manual, t-bags, extra Le Pera seat, must go, \$8000. 425-238-1658

WONDERFUL PONTIAC BONNEVILLE, great running with clean title in-hand, this would be a great gift for your child's first car or even a commuter back and forth from work, asking \$5800.00 OBO. 360-920-3784

2 PAIR CABLE CHAINS, new fits, 235R 75-15 and others, \$25 ea. 206-762-4732

1967 CHEVROLET IMPALA SS 427, 4 speed trans, rare car, only 2124 built. \$24,000 OBO 253-863-7305

1958 PONTIAC STAR CHIEF, 4 door sedan. Sitting last 3 years, but starts and runs. Needs brake work. Excellent body, good interior. No broken glass. 372 C.I. 4 bbl, must sell. \$8,500 obo. 360-651-1126 (home) or 253-740-1828 (cell) or leave message

1971 - 307 V8 RED SPLIT BUMPER CAMARO \$6900 OBO, all stock rebuilt motor trans 1965 Mustang conv \$17500 OBO, rebuilt motor trans, garaged 18 years, white top with ivy green 117K. 360-387-5083

2005 YAMAHA SILVERADO CRUISER, 102 cu/in, 9400 miles, black cherry, saddlebags, windshield, crash bar, passenger seat w/ bar, \$8200. 253-219-7457

## WANTED

WANTED 2000 MARINER EXPRESS ENGINE from train series. 253-939-1361

# Members Continually Give Extra Effort on 787

Continued from page 1

who worked with SPEEA's engineers to figure out and perfect a fix. In addition, it was our members who instructed the supplier (in this instance Plane Tech) on not only the proper tools to use, but also how to correctly install the fix going forward.

Imagine your car is recalled for a part and the dealer asks you how to perform the fix. That is essentially what happened in this instance. Because of the integrity of our members, over and over again we rise to the occasion and meet the challenge to ensure quality is built into our final product.

Had Boeing turned to the pros initially to provide the parts and assembly, the plane would be delivered to customers today because together the IAM and

SPEEA represent the most skilled aerospace workforce in the world.

751-member Scott Maddalena has 23 years at Boeing in body structures - 10 years as a mechanic and the last 13 years as a Quality Assurance Inspector. It is this wealth of experience that helped him discover the recent issue with the horizontal stabilizer.

"It has been really challenging - even for our experienced shim shop to meet engineering requirements, and they are the best," said Maddalena. "I met with the IAM members who run the 5-axis machine. They are at another level of math - basically speaking another language. It makes you realize how much skill and experience is needed to make any part on that machine. Basically, it was an all IAM effort for re-shimming that included our AOG and flight line mechanics as well."

Credit also goes to members in the 787 shim shop for their skills and expertise in correcting the situation.

Maddalena continues to work closely with other 751 members in tooling, the shim shop, and the 5-axis machine operators to fabricate and install the fix.

"The 787 program was designed to have quality inspections done at the supplier level. Our members are supposed to be confined to simply visual assessment on the 787 - looking for obvious defects, FOD or dam-



**Business Rep Brett Coty (l) talks with 751 members Scott Fleenor (center) and Scott Maddalena about the important role they played in discovering, fixing and assisting the supplier in correcting a recent issue with the 787 horizontal stabilizer.**

age in shipping. We are not supposed to scrutinize suppliers' build process," stated Business Rep Brett Coty, who represents members on the 787 line. "Fortunately, our members have lots of experience, know what to look for and have been able to detect and correct these problems before they are delivered to the customer - proving their value every day."

"One of our advantages is the close working relationship we have with engineering. We can grab the engineers and talk though an issue for as long as we need. I don't believe the suppliers have that kind of relationship," said 751-member Scott Fleenor, who has worked on the 787 for more than 3 years. "We all came to work at Boeing to build airplanes no matter who put the subassembly together. It is frustrating that on this plane we still cannot do that and are continually fixing issues from suppliers rather than delivering airplanes."

751 member David Effner was one of the mechanics who installed the initial horizontal stabilizer fix. "The supervisor told us there will be couple of guys here to see what you do, but there were five or six guys shadowing us for almost

two full days," said Effner. "It was uncomfortable having Plane Tech watching my work to see how we did it and what tools we use. It is a very gray area."

Steward Joel Hetland keeps a close watch to ensure the supplier is limited to their "warranty" or repair work. "When Plane Tech had to ask what tools to use, it sent up a red flag to make sure they are not taking off parts that we have installed," said Hetland. "We will monitor the situation closely to protect our work on this airplane. I communicate with other Stewards to let them know what job numbers our members need to do prior to the Plane Tech rework."

One thing is certain, the skills and expertise our members bring to the table prove their value every day - especially on the 787 line. Like Boeing Commercial CEO Jim Albaugh recently told the media our members are "magicians" so he should let us work our magic on the plane.

Each day our members earn the right to build airplanes in Puget Sound by meeting the Company's challenges, and it will be our members who ensure customers receive a top quality airplane for years to come.



**751 member David Effner (l) talks with Steward Joel Hetland about concerns having Plane Tech employees watch as he installed the first fix on the 787 horizontal stabilizer. 751 members also had to instruct Plane Tech on the proper tools to use for their 'warranty' work.**

## DO PATRONIZE:

The following businesses that employ fellow IAM 751 members:

**Momentum Marketing**  
www.momentum-mktg.com

**UNION HOME SERVICES**

Check them out at:  
unionhomeservices.com  
or call 1-877-779-0197

**SUNRISE DENTAL**  
www.sunrisedental.com



## EASTERN WASHINGTON

# Preparations at Pexco for Upcoming Contract

Continued from page 1

subcommittee through forms on the bulletin boards.

Members will vote to select the in-plant subcommittee on Tuesday, August 10 following the end of their regular membership meeting at the Union Hall (Carpenters Hall, 507 S. Third St, Yakima).

"Holding the barbecue across the street, got more people involved, gave an opportunity to provide input and get questions answered. More participation makes us stronger going into negotiations," stated Steward Wayne Griffith. "I believe health insurance and pensions will be a top issue in the contract since they keep raising rates and many of us want to see cost controls because we use our insurance."

"The barbecue was a good way to get everyone together and to start thinking about the contract," added member Mike Briceno, who has worked at the facility for the past three years. "Personally, I hope in the next contract we clarify more

of the language to spell out our rights on issues such as overtime. That is one issue that comes to mind as needing stronger, clearer language."

Members enjoyed the chance to talk about the contract and meet with Union leaders.

Members were bolstered with renewed Union pride after member Larry Altus returned to work from an unjust termination. The swift Union response on the issue helped members realize the value of Union membership. Credit goes to Union Stewards Dave Bailey, Jack Clinton, Wayne Griffith and Sam Jensen, who put together the facts and documentation on the case.

"Stewards are the foundation of the Union and that is certainly true in this instance," said Staff Assistant Ken Howard. "The Stewards' presentation of the facts, which pointed out inconsistencies, convinced management to do the right thing and reverse the decision."

"There isn't a better time or place for the Union than right now. The Union is

**Solidarity barbecues gave members a chance to talk to Union leaders about their upcoming contract.**



**In formal negotiations, at Central Pre-Mix the Union side of the table (right side) consisted of Steward Casey Streeter, Business Rep Steve Warren, and Staff Assistant Ken Howard.**



## Members at Central Pre-Mix Approve a New Agreement

Members at Central Pre-Mix Concrete in Spokane and Pasco ratified a new three-year agreement on July 1. The contract, which was unanimously ratified, represents nine members who are charged with keeping the heavy equipment for the company in top running condition.

The new agreement secured wages and benefits for those employ-

ees for the next three years.

These members are experts in their field – bringing either years of work experience or completing apprenticeships to offer journeyman level service.



Above L to R: Mike Brunner, Casey Streeter and Edgar Thompson count the ballots from the contract vote on July 1.



Photo left: IAM members keep the heavy equipment in top running condition at Central Pre-Mix Concrete.



Stewards join Staff Assistant Ken Howard in welcoming Larry Altus back at Pexco. L to R: Sam Jensen, Wayne Griffith, Ken Howard, Larry Altus, Dave Bailey, and Jack Clinton.

awesome," said Larry Altus. "Before this incident, I had little use for the Union. Now I have a completely different outlook and am happy to tell people that without the Union, I wouldn't be here today."

"We used the incident to educate members. We made it clear the only reason he is back on the payroll is because of what the Union did," said Steward Jack Clinton. "The 'fence sitters' who were unsure of the Union, now see it pays to belong, which enhances our negotiation position this fall."

"The Company's own documentation proved why he should not be fired because there were so many loopholes and inconsistencies. When they looked at the facts, they agreed," said Steward Dave Bailey. "This showed members that the Union will fight for you if it is justifiable."

"The Union gives you a way to chal-

lenge decisions of management if you feel something is not right," Altus added. "I believe in the upcoming negotiations we will look for security and stronger contract language to clarify some vague language and pull in the reins so management has less discretion."



Business Rep Steve Warren (r) visits with member Gene Newton from Pexco.



Training Center Director Chris Wagoner (2nd from left) accepts the Triumph Composites display to be showcased at the William W. Winpisinger Training Center from Council Delegate Gary Swartz (far left), District 751 President Tom Wroblewski (2nd from right) and Business Rep Steve Warren.

## Triumph Composites on Display

Local 86 Union members in Spokane put together an impressive display of the various products our members produce at Triumph Composites to be displayed at the William W. Winpisinger Training Center in Placid Harbor, Maryland.

The display plaque reads: "Triumph designs composite parts for aircraft interiors including flooring systems, ducting, glare-shields, drip-shields, side-wall risers, aisle stands, and mix bay manifolds utilizing a

variety of manufacturing processes including rotational molding, Ultem post-forming and reinforced thermoplastic laminate pressing (RTL). Triumph also fabricates Pickle Ball paddles from excess materials used in airplane floor panels."

