

Eastern Washington Machinists News



Volume 3, No. 2 - Feb-Mar 2011

Funding Secured for Inland NW Aerospace Technology Center

AJAC, the Aerospace Joint Apprenticeship Committee, has helped secure \$275,000 toward building a new home for the Inland Northwest Aerospace Technology Center planned for Spokane.

The building is planned to be built near Spokane International Airport and is intended to be the new home of Spokane Community College's Aviation Maintenance Technician School.

The building also would house AJAC's aerospace apprenticeship programs in Spokane, and other customized business and industry training, including programs created in partnership with the new Washington Aerospace Training & Research Center, which already has opened a facility at Paine Field in Everett.

The funding from AJAC "brings us one step closer to actual design and construction of the facility, which will enhance SCC's ability to train the skilled technicians needed for

Washington's rapidly expanding aerospace industry," said Joe Dunlap, the Spokane Community College president.

AJAC is the statewide state-funded group that develops and implements registered apprenticeship programs for aerospace and related industries, with the goal of creating the next generation of skilled aerospace tradespeople. Its programs are helping train aircraft parts machinists, composites technicians, aircraft interiors assembly mechanics and aviation maintenance technicians.

District 751 is a strong supporter of AJAC, having helped secure state funding for its creation in 2008. District 751 representatives also serve on the AJAC board.

In Spokane, AJAC is working closely with SCC on a number of projects, officials said, including an effort to develop one statewide curriculum for aviation maintenance training programs.



Business Rep Steve Warren talks with reps from the Aerospace Joint Apprenticeship Committee (AJAC), which helped secure \$275,000 to build a new aerospace technology center near the Spokane airport.

nance training programs.

That effort was nicknamed the "Fighting 147s Project," from the Federal Aviation Administration's Part 147 regulations that cover maintenance training programs. It is intended to raise training standards statewide, expand training opportunities for more people interested in aerospace careers and increase the ability of students to transfer between the five community and technical colleges in Washington that offer AMT training.

Machinist at Triumph Takes the Lead on Safety

Carl Andrews enjoys his job at Triumph Composites Systems as a Product Mechanic B. Yet in addition to his regular job, for the



Carl Andrews, a member of the Safety Committee at Triumph, shows hazard communication tip sheets he put together for jobs throughout the Spokane plant.

past five plus years he has served on the Site Safety Committee. Beyond just serving on the committee, he has stepped up to become a 'safety focal' of sorts and fulfilled a vital role in ensuring the workplace is safer.

Like anything he gets involved with, Carl took ownership of the safety program and has become the go-to guy for most safety issues in the plant. He credits much of his knowledge to the extensive training at the International Chemical Workers Union Council Center for Worker Health and Safety Education in Cincinnati where he received Chemical Emergency Response Training (HAZWOPER) and Train the Trainer training.

This indepth training provided the expertise for one of his most visible safety projects—the completion of job hazard as-

essments for each job so members can know what they are exposed to on the job. In addition, the assessments included recommendations on the proper personal protective equipment (PPE) needed for that work.

Initially, Triumph hired an outside industrial hygienist to perform the hazard assessments and write hazard communication for all jobs, but part way through the process, the hygienist accepted a position with another company—leaving the project incomplete.

Recognizing Carl's commitment to safety and extensive training background, Triumph asked Carl to complete the project.

"Triumph let Carl use the skills he learned in training to help all the workers here in Spokane," said Business Rep Steve Warren.

He proceeded to perform job hazard assessments throughout the facility so members

Continued on back

Local 1951 Steward Drives Machinists Car to First Place

If you had any doubts that Machinists are winners, look no farther than Local 1951 shop Steward Wayne Griffith.

The Pexco extrusion operator is the two-time defending points champion dirt-track racer at the Central Washington State Fair Raceway in Yakima. And the Ford Probe he races in the Hornet class sports a big bright Machinists Union sticker.

“A race car looks better with stickers on it,” Griffith said. “I just asked if I could throw a sticker on the car and they got me one.”

This will be Griffith’s sixth season racing dirt-track cars in Yakima.

It all started one night when he went to the races and “ran into my cousin, who happened to be racing.”

Intrigued, he decided to get into racing, spending a lot of his time off the next few years up to his elbows in his garage, working on his car.

It took time to “kind of get the hang of it,” Griffith said. This isn’t normal freeway driving, he noted: “You’re out on a dirt track with a front-wheel drive car. You’ve got to get the car set up so it’s drive-able and you won’t wreck.”

“Once you get the hang of it, boy, it’s a lot of fun.”

The Hornet class Griffith competes in is the entry-level class. Racers drive cars with four-cylinder stock engines on a three-eighths mile dirt oval. Speeds top out around 60 mph, which is plenty fast should you go into the wall, Griffith said. He’s flipped once. “I didn’t get hurt, but I felt the impact.”

But Griffith hasn’t spent all that much time on the wall. He won his first

race in May 2008, and was the top finisher among the Hornet class racers in the track’s season-long series in both 2009 and 2010.

The dirt track season in Yakima starts in April and runs into September, with Saturday night races twice a month. Racing, or preparing for racing, takes up much of his free time, Griffith says.

“I spend all summer, pretty much most of my time off in the garage with the cars,” he said. “I’ve got two kids, and when they’re in school, I’m working on it.”

Griffith’s going back to night shift this



Local 1951 Union Steward Wayne Griffith has proven his driving skills. He was the top finisher among the Hornet class racers at the Washington State Fair Raceway in Yakima in both the 2009 and 2010 seasons.



Wayne Griffith will be entering his sixth season racing dirt-track cars in Yakima. Above: His car before he began displaying the Machinists gear on the hood. He and coworkers voted to unionize at Pexco in 2007.

spring, and when he does, “I’ll get off work about 5 a.m., and go to the shop till about 8 then go to bed.”

His new project is putting together an eight-cylinder Pontiac TransAm that will allow him to race in the more-competitive “Pure Stock” class. Like his first race car, this one will also sport a big IAM logo on the hood, Griffith said.

The Pexco workers joined District 751 in 2007, back when the company was called Filtro-na. The Union Gap company produces a variety of plastic components for the aerospace and automotive industries, with Boeing being its largest customer. In 2010, the 130 union members there ratified a new contract that improved pay and job security, while keeping health-care costs steady.

Griffith says he asked District 751 Business Rep Steve Warren for the sticker – which is big enough to cover half his car’s hood — after the Pexco workers joined the Machinists Union.

“I’ve always been a union guy,” he explained.

Goldendale Members Begin to Identify Contract Issues

IAM members in Goldendale working at the Roosevelt Regional Landfill are preparing for their upcoming contract negotiations with Allied Waste.

The current contract expires in November and members have already started to identify issues. At Union meetings, members are going article by article through the existing contract and discussing areas that need improvement or revision.

"I am impressed with the turnout we have had at the weekend meetings and the interest shown in the upcoming contract. Membership participation is key to successful negotiations and ensuring accurate two-way communication between members and union leaders," said Staff Assistant Ken Howard.

With over 120 Machinists Union members, this is one of the larger employers in Klickitat County. This is the tenth largest landfill in the country and the largest waste by rail operation in the United States – making their jobs vital to not just Eastern Washington, but the entire Pacific Northwest region.



Members in Goldendale met with Union leaders and reviewed each article of the contract to help formulate proposals for their upcoming negotiations this fall. The current contract expires in November.

Leadership Acknowledged in Yakima

At the February Machinists Union meeting in Yakima, Union leaders presented Dave Bailey and Jack Clinton with recognition awards for their assistance in recent negotiations at Pexco.

The awards were presented in front of their peers to thank them for the extra effort they put into securing a new contract at Pexco.

In the recent contract ratified in November, members gained two additional

Union Steward positions to ensure better representation on all shifts and shops. With the additional positions, Steward Jack Clinton (who is beginning to plan for his retirement) decided to step down as Union Steward to give other members a chance to serve as Steward.

The Union presented Clinton with a cake to thank him for his service as a Steward.



L to R: Staff Assistant Ken Howard presented recognition awards to Jack Clinton and Dave Bailey for their help in the recent Pexco contract negotiations.



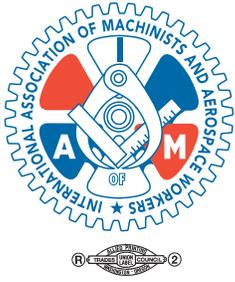
Photo left: L to R: Business Rep Steve Warren, Steward Wayne Griffith, Jack Clinton, Steward Dave Bailey, Steward Sam Jensen and Staff Assistant Ken Howard were on hand to present Clinton a cake for his service to the membership as a Union Steward.

Follow us on Twitter:
www.twitter.com/IAM751



Join us on Facebook!
www.facebook.com/IAM751





Aerospace Machinists Dist. Lodge 751
9125 15th Place South
Seattle, WA 98108-5100

Address Service Requested

PRESORTED
FIRST CLASS
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT No. 584

Machinist at Triumph Takes the Lead on Safety

Continued from front

know what they are exposed to, as well as assessing what personal protective equipment is needed for each job.

From the assessments, he put together hazard communication tip sheets – making them easier to read than traditional Material Safety Data Sheets (MSDS).

“The idea is to tell people what they need to know to be safe at their job in non-technical terms. It is more of an at-a-glance flyer and something people might actually read through and apply to their own situation,” Carl noted.

It took over a year to complete the assessments and tip sheets and remains an ongoing project since none of the sheets are etched in stone. As different materials are brought in, Carl makes modifications to the sheets to reflect the changes.

But he is quick to point out the important role others on the Safety Committee play. “I want to thank and give credit to the rest of the Safety Committee for their support and assistance in getting answers. We work together to solve the issues that arise,” said Carl. “Collectively we are much more

effective. Each member is a valuable part of the team that makes Triumph a safer place to work.”

Yet the hazard tip sheets are just one of the high impact projects Carl has taken the lead on. He also performed research when a new glove with a Nitrile palm and knit backing was introduced. While the safety chart indicated the gloves in question were approved for use with chemicals in the area, he discovered issues with the chemical resistance of the Nitrile glove. The manufacturer claimed since workers don’t touch the chemical with the backside of their hand, the gloves were safe and the Nitrile palm provided proper protection.

Carl wasn’t convinced and investigated further. He asked the glove supplier to run specific tests against the materials they were using at Triumph, and also conducted his own tests. After using the gloves with formaldehyde, he looked inside with a flashlight and discovered tiny pinholes in the palm of the glove – revealing that employees were not protected from the chemicals.

“The test ended debate on using those gloves. Even though it was more costly to

change gloves, Triumph did the right thing and addressed the safety issue by getting different gloves,” said Carl. “I tried to work with the glove manufacturer, Triumph and the employees so we are safe and keep production moving. Triumph is very good about taking care of safety issues.”

With his keen interest in safety and Triumph’s commitment to safety, Carl will continue to get training and address issues as they surface. He continually pushes for air samples when they set up a new area or bring in new materials to ensure it is safe before anyone begins the work.

“Employees regularly come to me with issues, and I just work to get them fixed,” stated Carl. “We are getting better about documenting it so we can share the information in case another area has the same sort of issue.”

If you work at Triumph or one of the other companies in the Spokane area and have a safety concern or questions on MSDS sheets, Carl would be happy to assist. Contact him via email at cwandrews@triumph-group.com.