


  
**DISTRICT 751**
  
**AERO MECHANIC**

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## Workers rally for fairness in Olympia

Washington's aerospace industry needs to be held accountable for the way it uses taxpayer dollars, a leading Democratic legislator told a crowd of cheering trade unionists in Olympia.

"How about us giving a tax break to one of our biggest corporations, only to have them come back and gut wages, take away pensions and take 3,000 jobs out of state?" asked Rep. Mike Sells (D-Everett). "We want accountability."

Sells was one of a dozen speakers – including IAM 751 President Jon Holden – who addressed a Washington State Labor Council rally in Olympia on Feb. 20. More than 800 union activists and supporters from community organizations – including some 100 members of District 751 and SPEEA – attended the rally, then spent the rest of the day asking their elected representatives to support



District 751 President Jon Holden urged accountability for the aerospace tax incentives.



More than 80 Machinists Union members took the day off without pay to attend a labor rally and lobby legislators to urge support of our accountability bills. Machinists visited legislators and sent a strong message on these bills.

pro-worker legislation.

While the rally was a public display of union support and determination, the meetings with individual legislators were key, said Holden. Senators and Representatives need to hear from the people who elect them, and the IAM 751 activists did a great job in getting the message across, he said. The activists felt strongly enough to take a day off without pay to meet with their legislators – that is a strong message.

"Our work matters," Holden told them. "We are making a difference here."

The aerospace tax incentive accountability measures promoted by District 751 and SPEEA were major topics at the rally, and during the meetings with legislators.

The Washington State Labor Council, which represents 400,000 working people belonging to 600 union locals statewide, is supporting the effort as part of a broader Shared Prosperity Agenda that also includes efforts to raise the state's minimum wage to \$12 an hour, establish a statewide paid sick leave standard and create protections

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Steward Don Fisher drops information for his legislator.



Tan Tran met with Drew Stokesbary (R-Auburn) to ask for his support on aerospace accountability bills.

## SHEAR success resolves safety issues

Recently members in Everett saw the effectiveness of filing a Safety Health and Environmental Action Request (SHEAR) form to address a safety concern on the job.

Whenever members have a safety concern they should file a SHEAR form to resolve the issue. SHEAR is the "preferred process" for addressing safety concerns and is called out in Article 16.5 of the IAM-Boeing contract.

In this case, 751-member Mark Parker was working 747 Refurb on the Everett flight line. While working on a 747-8, Mark and his co-workers became concerned when they experienced headaches, nausea, and became light headed when entering the 48 Section of the previously fueled airplane they were tasked to work on.

Mark contacted his Business Rep Wilson 'Fergie' Ferguson who contacted IAM-Boeing Joint Programs to assist. Program Coordinator Howard Carlson helped Mark initiate a SHEAR to immediately review the air quality, exposure limits and explore the possibility of adding more ventilation to provide a safer work environment.

Once the SHEAR was filed, the SHEAR process ensured the necessary resources were allocated to investigate and address the concerns. Within 24



L to R: IAM-Boeing Joint Programs Coordinator Howard Carlson, Joseph Macharia and Mark Parker close out a SHEAR that resulted in added ventilation within 24 hours after their crew experienced headaches, dizziness and nausea.

hours, additional ventilation was added so members could safely perform their work without the side effects they had been experiencing. The issue stemmed from the fact it was work being performed on a previously fueled airplane.

Mark and his crew were satisfied with

the results.

"When my entire crew were all experiencing headache, nausea and dizziness we knew it had to do with the work area. I appreciate our union's quick response and how effective the SHEAR

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## Town hall meetings scheduled in April

Another series of Town Hall meetings has been scheduled for April in Everett, Renton and Auburn. Following a workshop on education benefits and employee requested transfer, we will transition to a Town Hall meeting where members are encouraged to speak candidly with union leaders, bring forward ideas, ask questions and offer criticism. These meetings are designed to provide ongoing two-way communication between your union leadership and you. Plan to attend, speak up and get involved.

The meetings will begin with a workshop on Education Assistance and Learning Together benefits, as well as the Employee Requested Transfer system, with a focus on pathways to different jobs such as 777X positions.

Renton and Seattle meetings were combined after input from the last Town Hall series. There are three meetings each day to accommodate all three shifts. See meeting times and locations below.

### Next town hall meetings:

- April 13 - Everett Hall**  
6:30 a.m., 11 a.m., 3 p.m.
- April 14 - Renton Hall**  
6:30 a.m., 11 a.m., 3 p.m.
- April 15 - Auburn Hall**  
6:30 a.m., 11 a.m., 4 p.m.

### Masters of their trade

IAM-Boeing apprentice graduates honored at annual banquet

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Polling finds voters support job requirements for aerospace tax incentives

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## REPORT FROM THE PRESIDENT

# Tax break accountability: Separating fact from fiction

BY JON HOLDEN  
IAM 751 President

The big aerospace companies and their allies are pulling out all the stops to derail our tax incentive accountability legislation in Olympia.

This shows that we are making an impact and moving the debate in the right direction.

As part of that debate, IAM 751 Legislative Director Larry Brown and I have been doing a lot of media interviews, meeting one-on-one with key figures in Olympia and testifying before legislative committees. I want to brief you on some of the questions that we've had to answer, but first, let me give you some important background information.

First off, the polling numbers show that the public is behind us in our fight. It is encouraging that the public sees the truth, as our efforts are being portrayed as an attempt to destroy "the deal with Boeing." More than two-thirds of the people we surveyed – all of them registered Washington State voters who said they're likely to vote in 2016 – said they support the basic concepts behind our two bills.

And why not? House Bill 2147, which would tie our state's \$8.7 billion aerospace tax incentive package to Boeing's overall employment in our state, is simply common sense. States like Missouri and South Carolina require Boeing to meet specific job "creation" targets in order to collect the much-smaller tax incentives that those states offer. I believe the citizens of Washington State deserve the same consideration for their tax dollars – and the polling shows that regardless of political party (Democrat, Republican or Independent) a majority of voters in our state agree with me.

That's especially true because Boeing isn't really "creating" any new jobs in Missouri or South Carolina, in order to get those tax breaks. Instead, it's moving jobs – most of which are already performed by both IAM and SPEEA members right here in Puget Sound – for the primary purpose of extracting tax incentives from the citizens of those states.

House Bill 2147 would create an incentive for Boeing to keep work in



our state, by incrementally reducing the company's tax breaks each time it moves jobs out of Washington. It's common-sense legislation and I thank Rep. June Robinson of Everett for introducing the bill in the House of Representatives.

House Bill 1786 is also common-sense legislation. That's the bill that would require Washington aerospace companies to pay workers with three years' experience at least the state's median wage, which is currently \$19.67 an hour.

Again, other states, where Boeing operates, have these kinds of wage standards for their tax incentives. Missouri, in fact, requires Boeing to pay wages that are 40 percent above that state's median wage in order to qualify for one set of the incentives it is getting there.

House Bill 1786 also gives aerospace companies an option: They can either raise their pay to the new standard, and continue taking their share of the \$8.7 billion tax incentive – or they can give back the tax breaks, so that the state could use the money to pay for services – like school lunches or subsidized public housing – that low-wage workers need to survive.

Either way, it's a win for our state, because we'll either lift thousands of workers out of poverty, or we'll get money to fund the services that they so desperately need.

State Rep. Mia Gregerson of SeaTac was the prime sponsor of this bill, which passed its first committee vote and could very well end up being debated on and voted on by the whole House of Representatives.

Now, to the questions. One of the main ones we get is a simple one – Why are you doing this?

There are a number of reasons.

First, we are doing the work that a union should be doing. We are fighting to preserve jobs and gain job security and wage standard language in this legislation. This is what a union should be fighting for. Our members, aerospace workers across the state and our communities will benefit from these improvements.

Secondly, these bills would directly

benefit our members. Our wage standards legislation could raise the pay of many of our brothers and sisters at AIM Aerospace and Hytek Finishes – and even some of our members at Boeing who haven't yet progressed to the maximum pay in their labor grade. And our bill setting job targets would make it less attractive for Boeing to move our members' work to other states.

Finally, this is simply good public policy. It is not right that under the current legislation, Boeing gets to double-dip by taking jobs from our state to other states and then collect tax incentives for both. It's not right that our citizens are paying taxes to boost the profits of aerospace suppliers, when they're already paying taxes for public services that allow workers at those companies to survive on poverty wages.

It's not right, and we need to fix it, by creating job retention and wage standards.

Others ask, since these bills make so much sense, why weren't they included in the original tax incentive package – which, by the way, our union supported?

I've been told there were many parties involved in the discussions behind the scenes about the need to include accountability standards in the \$8.7 billion tax package, but it was approved in a three-day special session that left no time for debate or compromise. The bill that reached the Governor's desk didn't include these provisions.

Our union supported the tax incentives then – and we still support the policy that our state should use tax incentives to attract new businesses here and to help existing businesses grow. I hope Boeing and its suppliers end up earning every dime of the \$8.7 billion. I just want to see changes in the rules to ensure that our members, aerospace workers and the citizens of Washington get a fair return on this important investment of public money.

Other people ask: Don't we, as a state, have a deal with Boeing, and wouldn't these bills break our deal with the company?

The answer is no – our state doesn't have a contract with Boeing. What Governor Inslee signed was a law that granted preferential treatment as far

as taxes go, to Washington aerospace companies.

Our Legislature revises our state's laws every year, to fix flaws in them as originally written. I think it's essential that we fix the flaws in the aerospace tax incentives now, rather than live with legislation until 2040 that doesn't maximize return for the citizens of Washington.

Boeing and its allies argue that the tax incentives have worked to create jobs in our state, and because of that, they shouldn't be changed. As proof, Boeing says they have added 30,000 since 2003, when the state first created aerospace tax incentives for the 787.

That doesn't tell the whole story. For *Continued on page 8*

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

**Jon Holden**  
President, Directing  
Business Representative

**Susan Palmer**  
Secretary-Treasurer

**Clark Fromong**  
Sergeant-at-Arms

**Tommy Wilson**  
**Don Morris**

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**Brett Coty**

**D. Joe Crockett**  
**Ron Bradley**

**Emerson Hamilton**  
**Charles G. Craft**  
**Steve Warren (Eastern WA)**

**Richard McCabe**  
**Jason Redrup**  
**Wilson 'Fergie' Ferguson**  
**Dan Swank**  
**Dena Bartman**  
**Patrick Bertucci**  
**Grace Holland**  
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)



## Rights at Work classes continue in March

Rights at Work classes for IAM 751 stewards and members will continue in March, with sessions planned at the Auburn, Everett and Renton union halls.

"These classes are designed to provide our members and stewards with the information they need to push back when company managers infringe on their rights as workers," said IAM 751 President Jon Holden. "Knowledge is power, and the more knowledge our individual members have, the more power we have collectively as a union."

To sign up for these free classes, which are taught by instructors from the Washington State Labor Education and Research Center at South Seattle College, go online at [www.IAM751.org/pages/memberclass\\_signupQ115.html](http://www.IAM751.org/pages/memberclass_signupQ115.html)

The schedule for classes is:

### AUBURN (201 A St. SW)

March 12  
10:30 a.m. to 1:30 p.m. – Rights at Work



IAM 751 members and stewards attend one of the free union-sponsored Rights at Work classes at the Everett Union Hall. The classes are taught by instructors from the Labor Center at South Seattle College.

3 to 6 p.m. – Advanced 2: Labor Under Attack

### EVERETT (8729 Airport Road)

March 10  
10:30 a.m. to 1:30 p.m. – Unit 4: Communication and Mobilization  
3 to 6 p.m. – Advanced 2: Labor Under Attack

March 17  
10:30 a.m. to 1:30 p.m. – Rights at Work

March 19  
10:30 a.m. to 1:30 p.m. – Advanced 2: Labor Under Attack

3 to 6 p.m. – Advanced 2: Labor Under Attack

### RENTON (233 Burnett Ave. N.)

March 11  
10:30 a.m. to 1:30 p.m. – Advanced 2: Labor Under Attack

# POLITICAL ACTION

## Two-thirds of voters support accountability

### Surveys find support for aerospace wage standards, Boeing job requirements

New polling shows that more than two-thirds of likely Washington voters support tying tax breaks for aerospace companies to requirements for maintaining jobs and providing living wages.

The findings show strong support for two pieces of legislation now being considered in Olympia that would add accountability to the \$8.7 billion aerospace tax preference bill. Approved in November 2013 during a special session, the legislation extended current cuts in Business & Occupation tax rates for aerospace companies, including the Boeing Co., along with other tax credits, until 2040.

The two legislative bills, one addressing jobs and the other wages, will bring aerospace tax incentives in line with legislation in other states and Washington's original intent to maintain and grow the state's aerospace industry with good, family wage jobs.

The effort to add accountability to the tax incentives was officially launched Feb. 16 at a press conference overlooking the Boeing plant in Renton by Rep. June Robinson (D-Everett), along with members of District 751 and SPEEA.

"Our legislation will ensure aerospace tax incentives are used to benefit the people who grant them – taxpayers in Washington," said Robinson. "Other states require Boeing to bring jobs to receive tax breaks and it's only fair that the citizens of Washington demand the same treatment."

The survey was conducted in early February by EMC Research, which polled 771 registered voters statewide. It had a



Other states require Boeing to bring jobs in order to get tax breaks, says state Rep June Robinson (D-Everett), so it's fair to ask the company to at least stop eliminating jobs here if it's going to collect its full share of the \$8.7 billion aerospace tax handout.

3.5 percent margin of error. Among the key findings were that 67 percent of the voting public support tying tax breaks to jobs. As proposed, the amount of the tax break would be reduced for Boeing if its in-state employment drops below certain benchmarks.

"Within days of getting tax breaks from Washington, Boeing started moving work out," said Ray Goforth, executive director of SPEEA. "Boeing cuts employment in Washington and moves the work to states that required the company to add workers in exchange for tax breaks. Boeing doesn't add a single employee here, but is able to get tax breaks from two states."

The survey also showed that 68 percent of voters support establishing a wage standard for companies receiving the tax breaks. Introduced by Rep. Mia



Gregerson (D-SeaTac), House Bill 1786 gives aerospace companies an option: Either pay experienced workers wages equal to the typical Washington worker's paycheck by year three of employment, or forego the tax break.

"The survey results were very clear — voters want our legislators to act to ensure that we're actually getting the jobs that we're already paying for," said IAM 751 President Jon Holden. "It's an issue of fairness. If we as Washington citizens are going to give hundreds of millions of dollars each year to an industry that generates billions of dollars in profits, then we should get good family-wage jobs in return."

A summary of the survey results is available at: [www.speea.org](http://www.speea.org) or [www.iam751.org](http://www.iam751.org)



## Pro-worker bills advance in Olympia

BY DAVID GROVES  
Washington State Labor Council  
"Which Side Are You On?"

That question from a classic union anthem was repeatedly posed by Lynne Dodson, Secretary Treasurer of the Washington State Labor Council, to several hundred union members and community supporters at the Feb. 20 labor rally on the Capitol steps.

"Which side are you on? Shared prosperity or even greater inequality?" she asked. "Shared prosperity and a better world for all of us, or just more profits for the few, already wealthy?"

Washington voters will soon find out which side their representatives are on. Three key pieces of the Washington State Labor Council's 2015 Shared Prosperity Agenda have cleared two committee hurdles and are ready for a full vote of the House:

**House Bill 1354**, sponsored by Rep. Cindy Ryu (D-Shoreline), to protect workers who face retaliation for speaking up about wage theft and simply trying to earn a hard day's wage.

**House Bill 1355**, sponsored by Rep. Jessyn Farrell (D-Seattle), to increase the state's minimum wage over four years to create a new floor of \$12 an hour.

**House Bill 1356**, sponsored by Rep. Laurie Jinkins (D-Tacoma), to allow all workers in Washington to earn sick leave to take care of themselves or a loved one when they are sick.

Polls show that such changes are supported by voters of both political parties, and our elected representatives have heard testimony from many working people who support the bills.

People like Klayson of Redmond: "My boss owes me thousands of dollars in back wages and even though I won my case in court I haven't seen a penny of that money."

People like Norman of Bremerton: "Many of us are working two jobs and trying to get an education at the same time. It will work if you are living with your parents. If your parents can't help, it is tough and many drop out of school perpetuating another generation living in poverty. ... The reality is 16 hours a day, six days a week just for shelter and food, and then try to get ahead. It doesn't work."

People like Jennifer of Auburn: "If I get sick I have to call in and say I'm sick within a certain amount of time before my shift, and if I miss more than one day then I'm fired. The other issue is being a mother. If my children are sick, I can't call in sick to take care of them. By the third day I would be fired."

## Spin vs. fact on Aerospace Tax Accountability

If Boeing's spin of job growth and boosting the economy are true, why is Boeing resisting tying incentives to job numbers like many other states have? If wage and job standards are bad, why isn't Boeing fighting to have them removed in states like Missouri and South Carolina?

**SPIN:** Boeing says attaching "arbitrary" job creation numbers to an industry that is already boosting Washington's economy is "harmful and unnecessary."

**FACT:** Since Spring of 2013, Boeing has announced more than 6,000

jobs would be moved outside Washington State (more than 4,000 since November 2013 when the incentives passed). To date, there are more than 3,000 fewer Boeing jobs in Washington State than we had when this legislation passed.

**SPIN:** Boeing says Washington State's tax incentives have the strictest accountability standards of any incentive in the state.

**FACT:** That still did not prevent Boeing from eliminating thousands of jobs in Washington State. Standards must be strengthened. Other states have job and wage requirements, why don't



we? (See chart lower left.)

**SPIN:** The 2013 incentive requires Boeing to build the 777X in the state.

**FACT:** That does not result in maintaining or growing jobs and has resulted in Boeing moving jobs so we now have more than 3,000 fewer jobs than when the \$8.7 billion tax incentives were passed. Remember Boeing's pledge in 2003 to build the 787 for the original tax incentives? In exchange for the \$3.2 billion incentives, Boeing gave Japan the 787 wings and built a second line in South Carolina.

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### See Why We Need Accountability

#### States granting the largest aerospace tax incentives – ranked by size

| State          | Year Approved | Amount         | Jobs required |
|----------------|---------------|----------------|---------------|
| Washington     | 2013          | \$8.7 billion  | 0             |
| Washington     | 2003          | \$3.24 billion | 0             |
| South Carolina | 2009          | \$900 million  | 3,800         |
| Missouri       | 2014          | \$229 million  | 2,000         |
| Alabama        | 1997          | \$150 million  | 2,300         |
| South Carolina | 2013          | \$120 million  | 2,000         |



Since 1996, Boeing has been on the receiving end of 152 tax subsidies worth more than \$13.1 billion, according to data compiled by Good Jobs First, a national policy resource center for grassroots groups and public officials.

## Take ACTION NOW!

Visit [www.iam751.org](http://www.iam751.org) to send an email to legislators in Olympia that you support aerospace tax incentive accountability (HB 1786 and HB 2147). Encourage them to amend the tax preferences to protect jobs and provide good wages for the citizens of our state. It is not enough to simply declare an intent to create jobs that pay a decent wage, it should be a requirement. Make your voice heard and ask friends and family to send an email, as well.



## POLITICAL ACTION

# Wage standards bill passes its first vote in Legislature

### Machinists and SPEEA testified in support of bill

Substitute House Bill 1786, which would set a voluntary wage standard for aerospace companies that accept a share of the Washington's \$8.7 billion aerospace tax break, was approved by the House Labor Committee by a 4-3 vote on Feb 17.

The bill was amended before the vote, to clarify that companies would have to pay employees with three years' at their company at least the state's median wage, which is currently \$19.67 an hour. The requirement would be phased in over three years.

Companies would have the option to give up the tax incentive and continue to pay low wages. If they did, the increased taxes that they would pay would be earmarked for providing public services low-wage workers need to survive, like free school lunches for their children.

The bill's prime sponsor, Rep. Mia Gregerson (D-SeaTac) called the legislation "commonsense and reasonable."

"I love this bill because it starts the conversation about being fair and transparent," she said.

The three Republicans on the committee — Reps. Graham Hunt (R-Orting), Matt Manweller (R-Ellensburg) and Gina McCabe (R-Goldendale) — all voted no.

Representatives of District 751 testified in support of the bill during a hearing on Feb. 9.

Washington taxpayers are paying twice for aerospace supplier jobs, District President Jon Holden told the legislative panel — with tax breaks that directly go to the companies' bottom lines, and by paying for welfare programs that provide the working poor with food and shelter that they can't afford with their tiny paychecks.

"Too many employers are paying the majority of their employees less than \$15 an hour," Holden testified. "They're stuck having to use the social safety net, and work 50 to 60 hours a week to survive."

Paul Elliott was one of those workers.



IAM 751 Machinist Paul Elliott tells state Legislators what it was like working for poverty wages at an aerospace supplier in Kent, during a hearing on a bill to establish a wage standard for companies taking state aerospace tax breaks.

### Couldn't afford own home

He works at the Boeing Co. now, but before he landed that job, he worked for an aerospace parts supplier in Kent, where he started at \$9.50 an hour to make parts for Boeing, Lockheed Martin and other aerospace giants.

He was one of the few lucky ones, he told members of the Labor Committee. He got picked for training that led to promotions that led to raises that lifted him out of abject poverty.

Even so, Elliott told the legislators, "I had to live with my parents. I couldn't afford a house."

His co-workers who didn't get the raises continued to toil for just above minimum wage, Elliott said. The company's health insurance was so expensive, many decided they were better off enrolling in the taxpayer-subsidized basic health plan that's offered to low-income people. Some of those who stuck with the company health plan ended up in bankruptcy, because when their wives got pregnant, they couldn't pay the deductibles and premiums with their \$12-an-hour paychecks.

Yet while his co-workers were struggling to pay for their families' most-basic needs, their employer was collecting a

share of what has grown to become the nation's largest corporate tax-give-away, Washington State's \$8.7 billion aerospace tax incentive package.

"I believed that incentives were supposed to create middle-class jobs," Elliott told the legislators. "But they used the tax incentives to increase their profits while continuing to pay their workers low wages."

That's just not right, said Holden.

The change would be good for Washington taxpayers, said IAM 751 Legislative Director Larry Brown after the hearing.

"The way the tax incentives are structured now, Washington State citizens are paying a premium to create jobs with below-average pay," Brown said. "We think our state's citizens deserve a better return on their \$8.7 billion investment."

### Other states have standards

Other states do get those kinds of returns on their tax incentive investments, said Thomas Cafcas, a research analyst with Good Jobs First, a non-partisan research center.

Cafcas told the House Labor Committee that he was involved in a study that evaluated 238 state-sponsored business

incentive programs in 42 states. Of those, 98 industry incentive programs imposed wage requirements. States like South Carolina, Missouri and Kansas — each of them home to major Boeing facilities — all have wage requirements in return for aerospace tax incentives, he said.

Missouri, for example, recently passed legislation that requires Boeing to create new jobs that would pay more than \$60,800 a year, in order to qualify for the state aid. South Carolina requires Boeing to pay wages based on the average wage in the county where it operates, and also to provide health insurance.

It's important for states to set these kinds of standards in order to prevent "hidden taxpayer costs," Cafcas told the Labor Committee. "These costs occur when subsidized jobs pay poorly or lack basic healthcare. As a result, employees have to rely on public assistance programs like Medicaid, housing assistance, energy assistance and food stamps."

Cafcas told the committee that the wage bill makes sense. "Standards like those set in HB 1786 are commonly used on major economic development deals around the country."

### One-third under \$15/hour

SPEEA Legislative Director Chelsea Orvella told the committee that roughly one third of the non-Boeing aerospace production workers in Washington State are locked into jobs paying less than \$15 an hour.

"Our state invests heavily in the aerospace industry," she said. "It's a vital tool for our success here in Washington, but thousands of workers are not sharing in that success."

That's why SPEEA supports wage standards, Orvella said. The standards would encourage companies to pay "a living wage in aerospace, and in turn workers, could support the businesses in their communities."

Without the standards, "we leave thousands of workers behind," she said.

## Tell Congress: No fast track/No TPP

To voice opposition to Fast Track and the disastrous impacts it would have on America's economy, jobs, environment and public health, the Washington Fair Trade Coalition and its allies put together a series of rallies on the "Fair Trade or BusTour."

Machinists took part in a rally in Tacoma in opposition to Fast Track legislation for a proposed international trade pact called the Trans Pacific Partnership (TPP), which has been dubbed "NAFTA on steroids."

Several members of Congress from the Pacific Northwest remain undecided on this critical issue and need to hear from their constituents. Concerned Americans and union members are encouraged to call their Congressional Reps and encourage them to vote no Fast Track for the Trans Pacific Partnership!

Fast Track legislation gives the President the authority to send a trade agreement to Congress for an up or down vote without the possibility of amendments. TPP is a secret agreement negotiated behind closed doors by government bureaucrats and more than 600 corporate lobbyists with only one labor representative. It threatens democracy, jobs, and the environment. The intent is to negate our laws, regulations and court sovereignty. Fast track would usurp Congress' authority over trade matters.

Simply put: The United States cannot afford another trade agreement that replicates the mistakes of the past. Fast track will devastate jobs, wages and

basic rights for Americans.

"The TPP and Fast Track will mean lower pay, fewer jobs, and greater income inequality for U.S. workers. Fast Track and the TPP is the wrong track for America's middle class. We need trade agreements that improve the quality of our lives," said Lynne Dodson, Secretary Treasurer of the Washington State Labor Council.



Dist. 751 President Jon Holden opposed fast track and TPP at a Tacoma rally.

District 751 President Jon Holden acknowledged trade is important to our members, but pointed out a proper trade agreement won't put pressure on local workers to reduce their wages and benefits.

"The agreement has been negotiated in secret. Fast track means...more high tech, high skilled jobs sent outside of America. There are already enough people trying to eliminate the middle class," Jon said. "Let's not serve our jobs up on a silver platter with Fast Track. How many jobs must be lost before we learn? Skilled workers have no standing at the table and that's not right. We need to know what is in the agreement and how it affects workers in the U.S. before it is passed into law."

### Take Action NOW!

Call your Congressional Representatives today at 1-855-712-8441 and tell them vote NO on fast track and NO on TPP. For more information visit: [www.nofasttrack.com](http://www.nofasttrack.com)

## Spin vs fact on Aerospace Tax Accountability

Continued from page 3

**SPIN:** Boeing implies they are increasing jobs, however, they only cite the 2003 employment level.

**FACT:** Boeing says they have added 30,000 jobs since 2003 when initial incentives were approved. Boeing is using the low point following the 9-11 terrorist attacks as a baseline. Employment would have increased even without tax incentives, due to the global aerospace industry rebounding.

**FACT:** \$8.7 billion added to tax incentives in November 2013 — that should be the new employment baseline. State legislators didn't require "job growth" like the other states did for a lot less money. (See chart on Page 3.)

Since then, Boeing announced movement of thousands of jobs out of Washington — not because of a downturn in the industry, but to double dip and collect Washington tax incentives, as well as incentives from the states where they moved the jobs and had a job requirement!

**SPIN:** The 777X program will employ about 10 percent more Boeing employees than today's 777 program.

**FACT:** If that is true and Boeing increases employment, it will have lived up to the intent of the legislation, which will allow Boeing to take the full tax incentives by maintaining and growing jobs. So why oppose the legislation?

# 'Don't Fear the SHEAR' embrace it!

While the Safety Health and Environmental Action Request (SHEAR) form has been the preferred method of dealing with safety issues at Boeing for more than two decades, it is surprising how few union members (and managers) understand its purpose and how to use it. The SHEAR is called out in our contract in Section 16.5.

To educate and encourage members and managers to embrace and utilize the SHEAR process, the 777 Program partnered with Joint Programs Coordinators Howard Carlson, Spencer Burris and Dan Cundiff to develop a class. With assistance from 777 Manufacturing, the class is appropriately named "Don't Fear the SHEAR."

"The class is designed to create a better understanding of the SHEAR process and tools, as well as recognize the benefit of the Everett enhanced SHEAR requirements," said Business Rep Jason Redrup, who serves as the site Safety Focal. "Eliminating barriers to members and managers using the SHEAR process is critical. Members must know they can and should initiate a SHEAR any time they have a safety concern without getting a negative reaction from their management. SHEARs should actually be encouraged."

The class evolved after 777 Leadership was asked how I.A.M / Boeing Joint Programs could assist them with safety.

"SHEARs are one of my responsibilities at I.A.M /Boeing Joint Programs. I saw a lot of misunderstanding on the floor and pockets of negativity from managers when you mention a SHEAR. We hope to change that with this class," said Howard Carlson, one of IAM's Coordinators teaching the class. "The more who know what a SHEAR can do and how it benefits everyone, the safer the workplace will be."

The initial class kicked off in November and it is already having a



Joint Programs Coordinator Spencer Burris, Business Rep Jason Redrup, Joint Programs Coordinator Howard Carlson and HSI Site Committee Rachel Sarzynski discuss getting members to initiate SHEARs when they have a safety concern.

significant impact – measured by an increased number of SHEARs being filed and hazards being addressed. The class demonstrates the ease and effectiveness of using SHEARs while removing barriers.

"The response to the class has been very positive. People come into the class with a preconceived notion about SHEARs and they leave the class with a totally different opinion once they have been provided with the tools and knowledge to make their SHEAR experience successful. The feedback is very encouraging," said Howard.

"We targeted managers for the class to help eliminate the misunderstandings, and get them to encourage the use of SHEARs. If a manager is discouraging someone from initiating a SHEAR, that is not the right message," Howard said. "Keep in mind anyone at Boeing can initiate a SHEAR for a workplace safety concern – whether they are hourly, management, or salaried."

Safety coordinators, stewards, safety focals and HSI site committee members

have also been taking the class. In addition, there is online training for our members focused on how to initiate a SHEAR.

The SHEAR process is designed:

- to provide effective and timely attention to a safety concern
- to obtain company resources to address and resolve identified concerns
- to provide tracking and reporting of progress and results
- as a communication, visibility and measurement tool for members, management, site leadership and site committees.

"Don't Fear the SHEAR classes will be expanded across Everett in the near future with the goal of expanding to other sites.

To learn more about the SHEAR process or to initiate a SHEAR visit: <http://sfty.web.com.com>. Click "Enter new SHEAR."

The message is a good one: Don't Fear the SHEAR. It is simply a tool to identify and address safety concerns so embrace the SHEAR to make your workplace safer!

## Filing a SHEAR

Any Boeing employee can file a SHEAR to address a safety concern.

- Go to: <http://sfty.web.boeing.com>
- Click "Enter new SHEAR"

Safety Health Environmental Action Request (the preferred process called out in 16.5 of the IAM-Boeing contract)

## SHEAR success resolve safety issues

Continued from page 1

form process was. It brought attention to the matter, made the necessary changes so we could safely perform our jobs," said Mark.

"SHEARs should be used anytime a member identifies a safety concern that cannot be fixed immediately. Members should embrace this process and use it to ensure their workplace is safe," Howard said.

### Another recent SHEAR success

An employee from the 777 Program created a SHEAR to address a safety concern to replace damaged hoses on liquid nitrogen tanks. Before initiating a SHEAR, the member had tried several other methods to address the safety concern with no success.

The employee brought the issue to the attention of the IAM-Boeing Joint Programs Everett Site Committee during a recent safety walk. The Committee instructed the member to initiate a SHEAR per Article 16.5 since it is the "preferred process."

Once the SHEAR was created, the new hoses were procured and installed within 24 hours – again demonstrating the effectiveness of the SHEAR.

# Workers rally for fairness and accountability in Olympia

Continued from page 1

for workers who report their employers for wage-theft violations.

State Labor Council Secretary Treasurer Lynne Dodson said workers need to ask their elected representatives a blunt question: Which side are you on?

"Which side are you on? Corporations that make millions get massive tax breaks while pensions get frozen, jobs are shipped out of state and public education is starved?" Dodson asked, her words echoing off the state Capitol building.

"If a company is going to get a tax break, they need to create jobs in Washington," she said. "If they are going to save billions in taxes, the workers should at least get a living wage for making them prosperous."

"Which side are you on," Dodson concluded. "Corporate accountability and

living wage jobs? Or big tax giveaways that benefit the CEOs but not the workers?"

It's important to raise the minimum wage, but "we don't need to just talk about minimum wages," said the Rev. Steve Baber, the pastor at St. Peter's United Methodist Church in Bellevue, who is a member of the Washington Christian Leaders Coalition.

That's why he's supporting efforts to set wage standards at companies taking the aerospace tax breaks, Baber said. "We need to start talking about livable wages -- there's a difference."

But with hard work it is possible, Baber said. "Things that are impossible can be made possible when people are committed," he said. "We need to come together to make our lives better for our children, our grandchildren and their children after."

SPEEA Legislative Director Chelsea Orvella told the labor rally since the Legislature approved the \$8.7 billion tax package for Boeing and its suppliers in November 2013, the company has eliminated 3,000 jobs in Washington State.

"Just today, 100 people got layoff notices," Orvella said.

Other states have requirements for companies to create jobs before they get tax incentives, she added. Washington deserves that too. "We think that's what the public deserves and expects."

Holden told the crowd that the citizens of Washington have made an unprecedented investment in our state's aerospace industry, and "we need to get something for it. We want those tax dollars to be used so that we get something in return."

That something should be a targeted number of jobs that pay a wage that's high enough to lift aerospace workers out of poverty, Holden said. Without that, the \$8.7 billion is just Boeing taking taxpayers' money with nothing in return.

It won't be easy, warned Sen. Steve Conway (D-Tacoma). Senate



Machinists were not just visible, but vocal at the rally calling for accountability.

Republicans have joined together to support Big Business interests and level attacks on working people. "There is a Wisconsin-style attack going on," he warned.

We need all voters to get involved and contact legislators (1-800-562-6000) to encourage support for this legislation.



Pam Harris, Terri Myette and Adrian Camez carried an informative banner telling why our state needs job requirements at the rally on Feb. 20.



L to R: Rob Carver, Jeremy Wise, Levi Wilson, and Tony Lloyd meet with Senator McCoy's legislative aides.

# COMMUNITY SERVICE

## District 751 MVPs build better communities



Members of the Machinists Volunteer Program's North End Subcommittee built a wheelchair ramp for an Everett family.



Left: MVPs help refurbish donated used toys at the Toy Rescue Mission in Tacoma. Below left: MVPs clean up along the committee's new Adopt-a-Road location, near the Boeing plant in Auburn. Below: MVPs prepare and serve breakfast for homeless people at The Rescue Mission in Tacoma.

For information on how you can help make our communities better as a union MVP, call the Seattle Union Hall at (206) 764-0335.



MVPs provide used clothing to Pierce County homeless people at a Project Homeless Connect event in Spanaway.



### Banquet April 11

The Machinists Volunteer Program will honor last year's top volunteers at a banquet this spring.

The annual MVP banquet will be from 5 to 7 p.m. April 11 at the Seattle Union Hall, 9135 15th Place S.

The banquet is a potluck with meat and drinks provided. Those attending are asked to bring a side dish or salad.

## Puppy Putt 13 motorcycle event to raffle Harley XG 750

The 13<sup>th</sup> annual Puppy Putt charity motorcycle ride will be July 11 at locations around Puget Sound.

Riders will leave between 8 and 10 a.m. on that Saturday, from Sound Harley-Davidson, at 1612 Smokey Point Blvd. in Marysville, and Northwest Harley-Davidson, at 8000 Freedom Lane in Lacey.

The separate groups will meet at District 751's Seattle Union Hall – 9135 15<sup>th</sup> Place S. – for an afternoon of motorcycle-themed food, music and fun.

Advanced registration for the ride costs \$15 for each rider and \$5 for passengers. Registration forms are available at all IAM 751 union halls in Puget Sound, or online at [www.PuppyPutt.com](http://www.PuppyPutt.com).

As part of the festivities, the Puppy Putt organizing committee will hold a prize drawing for a 2015 Harley-Davidson XG 750. Tickets costing \$5 each will be available from members of the Puppy Putt committee and also will be sold at each IAM 751 union hall in Puget Sound.



Puppy Putt 13 will be July 11. Separate groups of motorcycle riders will leave Marysville and Lacey to meet at District 751's Seattle Union Hall.

Puget Sound Harley-Davidson dealers are major sponsors, but Puppy Putt is open to motorcycles of all makes and models, said Terri Myette, who is chairwoman

of the organizing committee.

"It's an all-breed event," she said.

All funds raised through registration, sponsorships and the prize drawing go to Guide Dogs of America, a California-based charity that provides service dogs and training in their use free of charge to people who are blind or have impaired vision from across the United States and Canada.

District 751 is the top fundraiser for Guide Dogs of America. Over the past six years, the union has raised more than \$1.8 million for the charity.

"Puppy Putt is a fun event that attracts motorcycle enthusiasts from across Puget Sound," said IAM 751 President Jon Holden. "But it's also an important event to raise funds for a charity that makes a huge difference in the lives of the people it touches."

Details are available online at [www.PuppyPutt.com](http://www.PuppyPutt.com).

## United Way offering tax filing help for middle-income workers

Take advantage of United Way's Free Tax Preparation services. Neighborhood sites are open now to mid-April, 2015.

Tax help is available in your neighborhood and in your language from IRS-certified volunteers. They'll help you get all the credits you qualify for and file your return electronically, so you'll get your refund fast. The best news: No appointment needed and no fees to pay.

### Eligibility

Anyone who earned less than \$60,000 (in King County) or less than \$53,000 (in Pierce and Snohomish counties) in 2014 can use United Way's Free Tax Preparation services.

Some returns are too complex for our volunteers. For example, they cannot prepare returns for income earned in other states. For details, visit the United Way web sites for King, Pierce or Snohomish counties.

### What To Bring Required

- Social Security cards/individual tax identification numbers (ITINs) and birthdates for everyone to be listed on the return
- Photo ID
- All tax statements, such as W-2 forms (from all your employers), 1099 forms (interest, dividends, unemployment),

SSA-1099 forms (Social Security and/or retirement income), etc. For a list of common tax forms, visit the listed websites.

Note: If you are filing jointly with your spouse, you both must be present to e-file.

### Recommended

- Bank account number and routing number
- A copy of last year's tax return
- Mortgage interest payments and insurance premiums (Form 1098)
- Name, address and taxpayer ID number for childcard provider
- Out-of-pocket expenses for higher education.

### Find sites online

To learn of tax prep sites in King County visit: [www.uwkc.org/ways-to-volunteer/ongoing-campaigns/free-tax-services/](http://www.uwkc.org/ways-to-volunteer/ongoing-campaigns/free-tax-services/)

For Snohomish County tax prep sites visit: [www.uwsc.org/freetaxpreparationcampaign.php](http://www.uwsc.org/freetaxpreparationcampaign.php)

For Pierce County tax prep locations visit: <http://www.uwpc.org/tax-assistance>

# COMMUNITY SERVICE

## Machinists collect 15,000 diapers for kids in shelters

IAM 751 Machinists have donated 15,105 diapers and 2,900 baby wipes to two south King County shelters that host women fleeing from domestic violence.

“We’re making a difference, one tushy at a time,” quipped Rob Curran, the chairman of the Machinists Volunteer Program at Machinists Union District Lodge 751. The MVP committee coordinated the diaper drive.

The diapers and wipes will benefit women staying at Mary’s Place in Seattle and the Domestic Abuse Women’s Network in Tukwila.

Diapers can be really expensive for women who are living in shelters during a time of crisis, said Cheryl Hurst, a community activist who helps support the shelters.

They’re not paid for by any social welfare programs, yet they’re essential, she said. “You kind of have to have diapers.”

The diapers donated by the union members will go a long way to meet that need, Hurst said.

“All of us who are parents understand how critical clean diapers are to babies and their mothers,” said IAM 751 President Jon Holden.



MVPs Dave Henry (left) and Rob Curran pose with community activist Cheryl Hurst alongside the 15,000 diapers collected by IAM 751 Machinists for the children of women staying at two King County domestic violence shelters.

“Our union is committed to making our communities better places to live,” he continued. “I’m proud

of the way so many have stepped up to help some of our littlest neighbors in need.”

Thanks to the scores of Machinists who donated diapers and wipes.

## Spreading the love: Unions kick off peanut butter drives

### North-End Machinists to vie with South End for peanut butter drive bragging rights

IAM 751 Machinists will compete this year to see which group can help ease hunger for the most people.

The union will take part in two peanut butter drives sponsored by the central labor councils in Pierce and Snohomish counties.

The drives start this month, and will continue through May 8. Donations can be brought to any IAM 751 union hall in Puget Sound, or to monthly local lodge meetings at the Seattle Union Hall.

Peanut butter collected at the Auburn, Renton and Seattle union halls will go to the Pierce County Central Labor Council, which will pool it with peanut butter collected by other unions in Pierce County and give it to the Emergency Food Network, which supplies 60 food banks in the greater Tacoma area.

Peanut butter collected at the Everett Union Hall will be contributed to the Snohomish County Labor Council’s second annual peanut butter drive, which benefits Volunteers of America’s Everett Food Bank.

The group of Machinists who collect the most peanut butter will get



Some of the peanut butter collected by IAM 751 Machinists for the 2013 peanut butter drive in Pierce County.



IAM 751 delegate Terri Myette poses with other Pierce County Central Labor Council volunteers with some of the 4 tons of peanut butter collected by Pierce County union members in last year’s peanut butter drive. District 751 members donated some 1,150 pounds of it -- 706 jars.

“bragging rights, and the knowledge they are helping feed hungry children in their community this summer,” said Terri Myette, who is one of the focals for the District 751 effort.

This will be the fifth consecutive year that District 751 and the Pierce County labor council have conducted a peanut butter drive for South Puget Sound. Over the years, IAM 751 members have donated about 4,900 pounds of peanut butter – close to 2.5 tons.

The success of the Pierce County drive led the Snohomish County central labor council to conduct its first-ever drive last year, which netted just over a half-ton of peanut butter for food banks in Snohomish County.

Last year, District 751 volunteers donated 706 jars of peanut butter, weighing in at an estimated 1,150 pounds. It was given to the Pierce County Central Labor Council.

In all, Pierce County unions collected more than 4 tons of peanut

butter last year, which was snapped up by hungry families at food banks in less than two months, said Myette, who is an IAM 751 delegate to the Pierce County Labor Council.

“Sadly, one out of every six people in Pierce County relies on food banks for at least some part of their family’s meals each week,” she said. “Most of these people have jobs, but they aren’t paid enough to support themselves or their families.”

That includes workers at many low-wage aerospace suppliers, she said.

Peanut butter is an excellent source of protein with a good shelf life, Myette said.

It’s also something that most children like, which makes it especially important for food banks in summer time, when children from low-income families no longer get free or reduced-price lunches at school.

Organizers encourage union members to buy union-made peanut butter brands like Jif or Adam’s, and

### Shop Union!

You can support members of UFCW Local 21 during the peanut butter drive by shopping at the following stores:

- Albertson’s
- Bartell Drugs
- Fred Meyer
- Haggen/Top Food & Drug
- Metropolitan Market
- PCC
- QFC
- Red Apple
- Rite Aid
- Safeway
- Town & Country/Central Market
- Uwajimaya
- And many Thriftway stores

to buy it whenever possible from unionized grocery stores.

However, all donations will be accepted, said Myette. “Hungry children don’t pay attention to labels.”

“Our union is committed to making life better for low-income working people in our communities,” said IAM 751 Business Rep Jason Redrup, who is the president of the Snohomish County Labor Council.

“We do that by helping workers organize unions where they work,” he said, “and by lobbying in Olympia for laws like the wage standard for companies who take our state’s \$8.7 billion aerospace tax incentive.”

But while the union works on these long-term efforts, Redrup said, “things like the peanut butter drive are something all of us can do to help meet the immediate needs of hungry low-income working families in all of our communities.”

# Graduates embrace continued learning

On Feb. 13, five members were honored at the annual IAM/Boeing Apprenticeship Graduation Banquet for their hard work and dedication that earned them the right to be called “journeyman” in their respective trades.

The banquet culminated four years of work and over 8,000 hours of grueling studies. Yet this hardly describes the commitment required to complete the program. These dedicated individuals attend school two to three days a week after putting in 8 hours at work, rotate plants, have their progress reviewed by a group of people, and learn a new machine every few months. The mixture of on-the-job training and classroom instruction covers courses such as shop theory, trigonometry, physics, and metallurgy.

Just getting into the program is an accomplishment, which requires meeting stringent criteria and demonstrating certain skills. Many take classes for years just to qualify to enter the program and compete against hundreds of applicants to enter the prestigious program.

This year’s graduates represented four trades. NC Spar Mill Operator: Craig

Benc. Industrial Electronic Maintenance Technician: Bryan Ehli. Composite Manufacturing Technician: Kosall Seng. Manufacturing Machinists Dmitriy Sviderskiy and Don Tran.

The highlight of the evening was the presentation of the Arnie Durall Achievement Award to NC Spar Mill Operator Graduate Craig Benc. This award, named after an apprenticeship-related instructor who taught for more than 40 years, is presented to the graduate receiving the highest marks in both shop work and classroom work over the life of the program.

Bryan Ehli spoke for the graduates and thanked the instructors, the union,



This year’s graduates logged in more than 8,000 hours to complete their respective programs. L to R: Bryan Ehli, Dmitriy Sviderskiy, Craig Benc, Kosall Seng, and Don Tran.

the company and the apprenticeship committee for the support and resources they provided.

“Congratulations, we made it. We all remember walking into that first interview with 26 eyes looking at you knowing there were 4 years of hard work ahead of us,” Bryan said. “The challenges at school and on-the-job all got us where we are today. This is just the beginning of a lifetime of challenges ahead of us on the job and in life.”

District 751 President Jon Holden congratulated the graduates on their accomplishment and thanked their families for providing support throughout the apprenticeship. “This program sets the bar high and pushes apprentices to rise to the top of their craft,” Jon said.

Jon also emphasized sharing their knowledge. “Remember, another apprentice will now be counting on you to help them along the way. Make sure that if there are any hurdles in front of them, you’re there to help pick them up, set them on their way, and make sure they



Graduate Bryan Ehli spoke on behalf of the graduates.

meet every goal they try to achieve.”

Top Union and company leaders also addressed the graduates. IAM International President Tom Buffenbarger spoke to the graduates, along with Alan May, Boeing Human Resource Vice President.

If you would like information on the IAM-Boeing Joint Apprenticeship Program, visit [www.iam-boeing-apprenticeship.com/trades.html](http://www.iam-boeing-apprenticeship.com/trades.html)

## 2015 Apprentice Graduates

### Manufacturing Machinists

Dmitriy Sviderskiy Don Tran

### Composite Manufacturing Tech

Kosall Seng

### Ind. Electronic Maint. Tech

Bryan Ehli

### NC Spar Mill Operator

Craig Benc

Photos right: Dmitriy Sviderskiy Below: Don Tran (L) Craig Benc (R). Bottom: Bryan Ehli (L), Kosall Seng (R).



Apprenticeship Committee members Gary Lundquist (l) and Lauren Sample (r) present NC Spar Mill Operator graduate Craig Benc (center) the Arnie Durall Achievement Award for posting the highest classroom and shop grades through the life of the program.

## Retirement workshops for members at Boeing

District 751 members who work at Boeing can learn how to maximize their retirement benefits at a series of upcoming retirement planning workshops.

The workshops will be held in the coming months at District 751’s Puget Sound union halls:

**Everett Hall (8729 Airport Road):** Two classes a day 11:30 a.m. to 1:30 p.m. and 2:30 to 4:30 p.m. March 12, April 16, May 14 and June 11.

**Auburn Hall (201 A St SW):** Two classes a day 9:30 a.m. to 11:30 a.m. and 2:30 to 4:30 p.m. March 11, April 22, May 13, June 9.

**Seattle Hall (9135 15th Pl. S):** Two classes each day: Noon to 2 p.m. and 3 to 5 p.m. March 19, April 21 and June 16.

**Renton Hall (233 Burnett Ave N):** Two classes each day: Noon to 2 p.m. and 3 to



5 p.m. March 18, April 29, June 3.

The workshops will cover a range of topics to help you calculate your real post-Boeing income, including:

- Options for your Boeing VIP, potential taxes and penalties;
- Maximizing your Boeing pension options;
- Tax-favored investing and proper asset allocation;
- Health and life insurance options; and
- Creative budgeting techniques and dealing with debt.

To reserve your seat, call Money Management Educators at (888) 223-8311 or send an e-mail to [mmepugetsound@mmeducators.org](mailto:mmepugetsound@mmeducators.org).

## Tax break accountability: Separating fact from fiction

Continued from page 2

starters, Boeing is selectively choosing data. In 2003, our industry was in the middle of the massive layoff cycle caused by the 9/11 terror attacks. It was the second-worst slump in Boeing history. Of course, we’ve got more people working now than we did back in 2003 – the industry has recovered, and over the past 12 years, Boeing has rehired or replaced all 30,000 people it laid off after 9/11.

And, as our members know only too well, the 2003 tax incentives – all \$3.2 billion worth – didn’t stop Boeing from moving the second 787 line out of Washington State.

Finally, some reporters have asked whether we’re worried that House Bill 1786 and House Bill 2147 will

chase Boeing out of our state.

To that, I tell them, the real concern is if we don’t place job security protections and wage standards in this legislation, then we will continue to see capability and capacity created outside of Washington state all over the country. That capability and capacity will be used to create the next aerospace cluster and to build future airplane programs outside of Washington state.

Boeing has already eliminated 3,000 Washington state jobs since the \$8.7 billion package was signed into law, and it has announced plans to move thousands more jobs away. The current tax incentives aren’t doing anything to stop that, so we need to improve them to make them work for Washington State.

# RETIREMENT NEWS

## 751 retirees attend W.S.A.R.A. conference

by Carl Schwartz, 751 Retiree Club

On Tuesday, Feb. 10, the Washington State Alliance for Retired Americans met for its state convention in our 751 Seattle hall. Over 60 delegates from retiree groups around the state, including ten from our 751 Retiree Club, came together to consider senior issues, elect officers and consider resolutions.

District 751 had a strong leadership role in the convention. The meeting was chaired by Interim President Ron McGaha of our 751 Retiree Club.

District President Jon Holden welcomed the delegates and guests to our hall and thanked them for remaining active in the fight on retiree issues.

ARA Executive Director Rich Fiesta

gave us an update on senior issues and the status of the Alliance nationwide and a presentation on fighting investment fraud.

Lynne Dodson, Secretary-Treasurer and Jeff Johnson, President of the Washington State Labor Council both spoke on senior legislative priorities at the state legislature.

Stan Sorscher, Labor Rep from SPEEA, provided information and insight into the problems today's workers face as pensions collapse and defined contribution plans fail to deliver a secure retirement.

Lacy Crawford, Communications Director from the national office of Social Security Works talked about the threats to Social Security and the political challenges this important social program faces.

Jackie Boschok of our 751 Retiree Club was elected President of the WA State Alliance, Jim Brandley, Retired Public Employees (AFSCME) as Treasurer



The state Alliance of Retired Americans conference provided lots of useful information. Ten 751 retirees attended the conference at the Seattle Union Hall. and Al Link, SOAR (Steelworkers) and Nancy Heley, Retired Public Employees (AFSCME) were elected Vice Presidents. The delegates also adopted four resolutions supporting Social Security and Health Care.

751 retirees who attended

### Mark your calendars!

Mark your calendars and plan to attend several retired club meetings in March at 11 a.m. at the Seattle Union Hall.

**Monday, March 9th** - Business meeting and a special catered lunch of corned beef and cabbage to celebrate St. Patrick's Day.

**Monday, March 16** - Educational forum on Estate Plans, Directives, Wills and Trusts. Join us to hear from Jan Larsen with Money Management Educators, who will provide written instructions and information for managing your estate, health care, and dependents when you are unable to do so.



Above: Ron McGaha, who chaired the conference turns over the gavel to newly elected Alliance state president Jackie Boschok.

Left: Alliance for Retired Americans Exec. Director Rich Fiesta swore in the newly elected officers: Jackie Boschok, Al Link and James Brandley. Also elected but not pictured Nancy Heley.



## Retiree club February minutes

The meeting was called to order on Feb. 9 by President Jackie Boschok.

**Roll call of Officers:** All officers were present or excused.

**Minutes:** M/S/P to accept the January minutes.

**Health and Welfare:** Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Lawrence Dawson, Ralph French, Paul Lockleer, Thomas Piper, Gloria Schleiff, Terry Six, Maxwell Stone, Gilbert Titus, David Wagner, Howard White and Lester Yates. Get well cards were sent to Betty Ness, Betty Degerstrom and Robin Gueverra.

President Boschok introduced Eunice How who spoke about a rally and picket in Seattle on Feb. 13 in front of the Grand Hyatt to support Hyatt workers in their fight to form a union.



Calvin and Vera Doss celebrated a February anniversary while Betty Hutchins and John Pompeo celebrated February birthdays.

In July 2013, UNITE HERE and Hyatt Hotels reached a national agreement on a process to form a union, which has gone forward at other Hyatts. So far, the local owner of the Grand Hyatt Seattle and Hyatt at Olive 8 has refused to implement the agreed elections process in Seattle. Workers at the two hotels called for a boycott in August 2013 and it is still gaining momentum. The boycott is endorsed by several legislators and businesses.

**Legislative Report:** Carl Schwartz said those working on their own taxes should note that the IRS is not sending the forms unless you ask for them. Public libraries

are not making the instructional booklets available either. You can ask the IRS to mail you the forms.

The State legislature is being asked to continue the Joint Legislative Committee of Aging and Disability. We will be supporting this effort and ask our members to support it. They make information available about seniors and reauthorization is required for the next two years.

The House of Representatives has again voted to repeal the Affordable Health Care Act. Their problem is that after some start-up glitches the plan is working.

Thursday, February 26 will be Senior Lobby Day in Olympia. We hope to send a bus with a full contingent from our 751 Retiree Club. Talk to Jackie if you are interested in participating. This is your chance to talk to the legislators who work on laws that affect us all.

A Social Security Forum will be held February 23 at 7 p.m. at the UFCW #21 Hall (5030 1<sup>st</sup> Ave S).

**Business Rep Report:** Business Rep Chuck Craft gave the report.

**President's Report:** Jackie Boschok stated that Jan Larsen from Money Management Educators will be providing a seminar on wills, trusts and estate planning at the March 16 meeting at 11 a.m. There will be no bingo that day.

She stated that the seawall repair project in Seattle has caused Argosy Cruises to postpone the tours we were considering for an outing later in the year. She will look into

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### RETIREE CLUB OFFICERS

|                       |                |              |                       |                                  |
|-----------------------|----------------|--------------|-----------------------|----------------------------------|
| <b>President</b>      | Jackie Boschok | 206-890-1009 | <b>Trustees:</b>      |                                  |
| <b>Vice President</b> | Helen Lowe     | 206-523-9526 | <b>Louise Burns</b>   | 206-242-5878                     |
| <b>Secretary</b>      | Lucia Raum     | 206-772-5110 | <b>John Guevarra</b>  | 206-762-3848                     |
| <b>Treasurer</b>      | Tom Lux        | 206-551-1371 | <b>Michael Keller</b> | 206-723-4973                     |
| <b>Srgnt-at-Arms</b>  | Mike Lough     | 253-371-4778 | <b>Union Office:</b>  | (1-800-763-1301) or 206-763-1300 |

## RETIREES

Congratulations to the following who recently retired from the union:

|                      |                     |                      |
|----------------------|---------------------|----------------------|
| Debra L. Adams       | Raymond I. Fulz III | Robert E. Miller     |
| Christyann Aldrich   | Orville Funk II     | Van P. Monteith Jr.  |
| Barry L. Alexander   | Sandra E. Galbraith | Warren L. Morrison   |
| Jack S. Allen        | Daniel Garcia       | Thomas D. Mummert    |
| Donnie R. Anderson   | Philip R. Gerard    | Deborah A. Murphy    |
| Robert W. Bell       | Richard A. Glad     | Steven E. Nolen      |
| Gary A. Bennett      | Howard D. Grable    | Myon Oh              |
| Harry R. Boche       | Irvin T. Granstrom  | Christopher O'Keefe  |
| Richard Bowen        | Will O. Gray        | Scott D. Orcutt      |
| Nancy J. Boyce       | Theresa J. Haller   | Anita V. Pinnock     |
| Aleda L. Boyd        | Linda A. Heather    | Everett S. Quam      |
| Leslie H. Brown      | Daniel J. Hench     | Robin R. Reich       |
| Robin R. Bruch       | Sharon Hendricks    | Allan A. Revel       |
| John C. Burnett      | Gene Hicks          | Noel J. Rogers       |
| Ruth Burrage-Murray  | Du H. Hoang         | Robert M. Ryder      |
| David J. Christensen | John T. Hoover      | Gary E. Sanders      |
| Terry J. Clark       | Linda S. Jackson    | William Sandoval     |
| Robert O. Cleveland  | Warren E. Johnson   | Paul D. Saville      |
| Tony R. Compean      | Renee J. Joy        | Ronald S. Schafer    |
| Jeff N. Couch        | Martin J. Kennedy   | Beverly M. Scigliano |
| Paul V. Crandall     | John P. Kettley     | David E. Schoch      |
| Gregory Dahlstrom    | Kelly Kristjanson   | Gayline L. Skelly    |
| Ronald A. Dalsanto   | Bruce M. Larson     | William E. Stabilito |
| William W. Davis     | Judith S. Lewis     | Jeanne T. Stilley    |
| James Defranco       | Ronald J. Libadia   | William L. Styer     |
| Jolene M. Derusha    | Terrence Y. Louie   | Phillip L. Taylor    |
| Edward D. Doepp      | Pete Madsen         | Gerald W. Thomas     |
| Leo K. Doody         | Darlene L. Maguire  | Roxanne Thompson     |
| Diane Dominick       | Gregory Mathieson   | Gary Tonnemaker      |
| Mark J. Duggan       | Gregory McCarty     | Hoa T. Tran          |
| Harry O. Dyrseth     | John McClintock III | Stephen P. Tritt     |
| Tammy J. Ellis       | Daniel McCormack    | Regina D. Webb       |
| Gregory J. English   | David H. McElwain   | Douglas J. Woods     |
| Steve C. Firth       | David R. McKibbin   | Philip F. Vining     |
| Gregory Fjellman     | Lynn M. McPhee      | Robert Weatherman    |
| Hector J. Flores     | Terry L. Meier      | Daniel G. Young      |
| James E. Franz       | Michael Mihelich    | Steven F. Zaris      |

# FREE WANT ADS

FOR MEMBERS ONLY

## AUTO PARTS & ACCESSORIES

4 PIRELLI TIRES on alloy wheels P235/55R17 Mustang wheels. \$350, cash only. 253-631-5250 Kent East Hill

4 175/7013 w studs, like new \$40 each. 2 155/80R13 w studs like new \$35 each. 2 175/80R13 hwy tire \$35, like new. 253-537-4310

2 205/70R14 hwy ms \$70. 1 new LT245/75R16 w rim (dodge Ford Jeep), 2 5.70 x 8 w rims \$35 each. 253-537-4310

4 35.1259R16.19KT ns 59/5 tread \$175 each. 253-537-4310

SEVERAL PROCESS 833 4 SPD TRANSYS in good shape, \$300 each. 253-537-4310

TIRES: 195-60-R15 Goodyear Assurance Triple Tread (4). Less than 10,000 miles. Excellent rain tires. Only used during non-winter months. \$80 each. 425-238-0448

LEATHER JACKEWTS, pants, vests, helmets, mens XL, women 3XL for motorcycle. \$300 ea set. Helmets \$50 each. Excellent condition. Renton 206-779-0271

2 SETS OF ALPINE PREMIERE & sport tire chains. Fits 14"-17" wheels, \$45 per set. One set was never used. 425-238-0448

(4)195-60-R15 Hankook winter Ipik (studded) tires. Less than 20,000 miles on the set. Awesome snow tires. \$45 each tire. 425-238-0448

FORD 9" TRACK-LOC, 31 spl, 3.50 gear. 428 blk std bore. 1937 Ford pickup rims & V-8 radiator. 1965 Merc Comet body parts, 289 engine. 360-563-2422

## COTTAGE INDUSTRIES

FREE CONSULTATIONS. Veteran's financial aid. Senior, respite and companion care. 206-805-6771

FIELD MOWING, ROTOTILLING, driveway grating and plows. Reasonable price. 206-437-6943 or 425-413-2630

REAL ESTATE BROKER accept new clients. 425-359-0165. Have listings, will travel. Call, text or email [van@skylineproperties.com](mailto:van@skylineproperties.com). 425-359-0165

## FURNITURE & APPLIANCES

FUTON - double bed size, 2 storage drawers, seldom used. \$125. 316 Williams Ave N., Renton 98057

POOL TABLE, \$300. Queen size bed, good condition, Amish-made frame, \$250. 253-875-7944

## HOUSING

OCEANFRONT 2 BDRM/2BATH, Kona, Hawaii. Enjoy luxurious view in top floor, 2 bdrm, 2 bath fully equipped condo. See [www.banyantreecondo.com](http://www.banyantreecondo.com). Amenities: Parking, elevator, DSL for wi-fi, pool, Jacuzzi & much more. Sleeps 4. Discount to Boeing employees pays taxes. \$1050-\$1250/wk. 206-549-3444

CLOSE TO EVERETT BOEING - beautiful 2 bdrm, 2 bath mobile home with wrap around deck and hot tub. Premier 55+ community with Lakeside club house. \$72,000. 425-355-8341

LOT FOR RENT. Senior park 50+, no kids. Travel trailers or motor home. \$550 monthly. Sound view, Federal Way area. 253-839-9169

TAKE A BREAK ON HOOD CANAL: 1-bdrm beach cabin, \$100/night with 2-night minimum. Mention that you're a Machinist and get a third night free! Search "Sisters Point Cabin" on Facebook, then call (360) 275-6816

## MISCELLANEOUS

50 STATES COLLECTIONS in books. All in good condition. Great gifts, especially for kids. \$20 each. 253-256-4201

MEDIUM LANDSCAPING BLOCKS in good shape, several 100, take your pick. You haul \$1 each. 253-537-4310

## AD RULES

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

**Deadline For Next Issue March 20**

STUFF FROM PHILIPPINES, etc. Wood, miniature silver, wall chess decoration, sword (2) and other stuff like state quarters and other coins, etc. Call for details. Jerry 253-256-4201

RETIREES FROM KENT SPACE CENTER, 18-62 building are invited to our monthly breakfast on second Monday of the month. More info: [clintbonnie@hotmail.com](mailto:clintbonnie@hotmail.com)

700+ 45 RMP RECORDS, 1950's - 1980's. A lot of picture sleeves, also include record storage books filled with records. \$90 obo. 253-770-2399/cell 253-820-5709

1912 PLAYER PIANO Melville Clark Apollo, good condition, 3rd owner, 100+ rolls. Original, no changes or add ons \$500 obo. 1975 FIAT SPIDER \$400. 206-713-1664

VARIOUS COLLECTIONS OF QUIMLER POTTERY, Scottie collection, ment of the ties, sold separate or individual. 425-353-0564

1 WHEELCHAIR, \$100. 3 walkers \$50 & \$75. 1 Kitchen Aid stand mixer \$200. 206-762-6732

## PROPERTY

ONE ACRE FLAT, sparsely treed, gravity septic approved, power and phone fronts lot. Class B well available. \$59,914.99. 360-458-3765

20 ACRES FOR SALE. Spectacular view of Columbia River, power, maintained county road, Orondo, WA. Hunting, fishing, golf, build your dream home here. 425-314-0418 or 425-334-2602

2 CEMETERY PLOTS in Brier, WA at Abbey View Cemetery, plot 11, graves 1 & 2. \$3,000 a piece. 425-314-3830

TWO NICHES Evergreen Memorial Cemetery, Renton So. Lawn, Alcove, row 11, #4 and 5. Price for two \$5,000 OBO. Seller pays trans. 425-457-2521 (Ron) 425-518-8835

2 CEMETERY PLOTS in the Rhodendron Garden, Space 1 & 2. Greenwood Memorial Cemetery in Renton, WA. \$5,000 a piece., OBO 509-445-0337

4 CEMETERY PLOTS side by side at Washington Memorial at SeaTac. Garden of Good Shepherd. Each plot can be used for two individuals. \$4400 all 4 plots. 425-244-1538

TWO CEMETERY PLOTS, Greenwood Memorial Park, Renton, WA. Veteran's Garden next to flag. Space 2 & 3. \$3,000 each. Contact 425-922-1541

PROPERTY IN MONTANA, Flathead Lake area for sale. Call Alan for details 360-941-0853

FOUR CEMETERY PLOTS in Floral Hills Cemetery, Value \$12,000 each, sell all four \$24,000. Garden, Azalea in Snohomish County, WA. 520-663-1322

2 PLOTS IN WASHINGTON MEMORIAL PARK, Sea-Tac in Garden of Prayer, Sec. 21, Blk 636. Lot A, plots 1, 2. \$2,999 each or make offer. Call 208-265-9684

1.08 ACRES, 4890 Keystone Place, Entiat, WA. Well, power, irrigation onsite. Close to Entiat waterfront park on the Columbia River. MLS #705394. Jackie at 509-670-4679

FOR SALE: 52 x 62 COVERED RV LOT at Happy Trails in Surprise, AZ. Gated community, 2 story shed, brick patio, privacy fence, too many amenities to list. For more information, call 623-680-9001 or 425-314-3041

## RECREATIONAL MEMBERSHIP

SELLING POINTS FOR WORLD MARK, if interested, call me for details. 253-256-4201

## RECREATIONAL VEHICLES

2010 CREEKSIDE TRAVEL TRAILER, 4 season, 1 slide, electric tongue jack and awning. Tow hitch included. Excellent condition. \$18,000. Moses Lake 509-762-9302

## TOOLS

INDUSTRIAL DRILL PRESS, half inch chuck, 5 speed, \$40. 206-244-2306

TOOLBOX with wheels, 12 pull out drawers, \$40. 206-244-2306

## VEHICLES

2006 TOYOTA CAMRY, silver/grey interior, immaculate, 76,000 miles. Garage kept and excellent overall condition. This was my father's car and has never been hit or smoked in. Dealer maintained. \$9,250 OBO. 206-406-7415

CORVETTE 98 RODSTER, silver with black top, interior, 46,000 miles. Auto, original stock cond, new Michelin run flats, \$16,500 firm. 509-844-5271. No texts.

1955 CHEV, 4 dr sedan, 6 cyl automatic, excellent condition, rebuilt transmission, no rust, everything works. \$10,000. 206-818-4883 leave message

2009 CHEVY SILVERADO, 3500 hd extended cab with pull doors. RV towing package. Stored indoors, low mileage. Excellent condition \$24,000. 360-675-3369

1998 DODGE RAM V10 LB, tow package, \$6,200. 2005 Dodge Ram, ext cab, V8, \$14,000. Boeing employee discount. 253-875-7944 Graham

2007 HARLEY ULTRA CLASSIC Electra Glide Imperial blue, 6 speed, 96 cubic inches, under 25,000 miles. \$16,000 obo. 2 communication helmets included. 253-222-1467

2008 RED FORD ESCAPE XLT, 4 wd, V6, automatic, 114,500 miles. \$8000 excellent condition. Cell 425-802-3047

2001 DODGE STRATUS - new water pump, rotors, has one issue. \$2,200. 253-875-7944

2001 GMC SIERRA C#, great condition, 6.0 liter V8, automatic, AWD, power heated seats, pw, pdl, 215,000 highway miles. 425-299-7497

1997 WHITE DODGE CARGO VAN, B3500, 5.9 liter, V8 automatic, 97,500 miles, great condition. \$2,700. Cell 425-802-3047

1964 FORD GALAXIE 500 XL, white 2dr hard top/390 4 spd stock/bucket seats, console, \$14,000 obo. Des Moines, WA 206-878-3533

1975 FIAT SPIDER, \$400. 206-713-1664

## Support union jobs in Boeing cafeterias!

The food service contract for Boeing, held by Eurest/Compass since 2003, is up for bid. These workers may lose their union benefits and possibly their jobs if a non-union subcontractor is awarded the bid.

Help union workers at Boeing cafeterias in Puget Sound by signing the pledge of support at [www.bit.ly/solidarityatboeing](http://www.bit.ly/solidarityatboeing). More information is coming regarding support buttons.

## Aero Machinists Inc. to meet March 10, 2015

Aeronautical Machinists Inc, which owns and operates the Union's buildings and property, will hold its annual meeting on Tuesday, March 10 in the District Council chambers at the Seattle Union Hall (9125 15th Pl. S.) immediately following the 5:30 p.m. District Council meeting.

Every member of a Local Lodge affiliated with District 751 can vote on the business at the Aero Machinists Inc meeting.

## Transferring out of hourly? Get a withdrawal

If you are transferring from hourly to salaried or supervision, be sure to contact the Union immediately. Per the IAM Constitution, dues must be paid through the month of request for withdrawal. Therefore, if you transfer, make the request for withdrawal immediately to avoid paying an additional month's dues.

Taking a withdrawal card, saves you money if you ever transfer back into the hourly bargaining unit. Members reinstating from a withdrawal card pay only \$10 plus one month's dues versus three months' dues for those who lapse their membership.

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

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 March 20th!

# FINANCIAL \$ENSE: Seniors: Helping Prevent Investment Fraud

Protecting your retirement nest egg and sustaining your retirement income are challenging enough. Taking precautions to help guard your investments from fraud is important.

People who are older can be common targets for fraud and financial crimes. Scam artists and unscrupulous sales people target seniors, who are often seen as:

- Generally trusting
  - Home alone during the day
  - Accustomed to answering the door or the phone
  - Reluctant to report fraud
  - Confused by online ads and offers
- Scam artists are well aware of these common perceptions and often use these tactics:

- Phone calls
- Emails
- Personal sales pitches
- Pop-up ads on the Internet

Here are a few guidelines to follow that may help protect you or a loved one from investment fraud.

### Proceed with Caution

Don't jump into an investment. Slick websites, smooth-talking solicitors, high pressure sales pitches, and extravagant promises can be misleading.

Before investing in any investment product or service, it's important to consider your overall financial situation. Is the product or service right for you?

Be aware of your liquidity needs, fees, and costs associated with an investment. Consider your income needs and the overall risk you can afford to bear with any investment.

### Beware of Misleading Information

There is some wisdom to the old

## SCOTT

WEALTH MANAGEMENT GROUP

of Wells Fargo Advisors

adage, "If it seems too good to be true, it probably is."

Offers of an investment with an above-average rate of return or income rate and little-to-no risk are almost always deceptive.

Some representatives and salespeople may use scare tactics to gain access to seniors' savings and investments. They may threaten physical or financial harm, use intimidating statements, or call repeatedly.

Be wary if the solicitor asks you not to tell anyone else about the investment, tells you it is a one-of-a-kind deal, or that other people (maybe even dropping the names of prominent people in the area) have already bought in to the arrangement.

Services described as a "limited-time offer" or any person who pressures you to make an immediate investment decision should also raise a red flag. Don't be afraid to ask questions or to seek a second opinion.

Beware of guarantees to make money or to achieve a guaranteed rate of return. Con artists often use promises of high returns to lure people into financial scams.

### Few Things in Life Are Free

For example, seminar invitations that come with an offer of a free meal may seem appealing. However, some of these seminars turn into high-pressure events where you may be given bad advice or be pressured to open an account that is not suitable for your financial situation.

### Skepticism Is Healthy

Contact your law enforcement agency immediately if you suspect an individual or organization is employing fraudulent actions.

Investment fraud can take many forms. There are Ponzi schemes, for example, where fraudsters advertise high rates of return on client investments. High payouts may continue until new investors are no longer available. Then the scheme and all the money disappear.

Other common schemes to watch out for:

- pyramid schemes
- scams involving coins and precious metals
- ownership interests in oil and gas interests
- viatical scams (known as "cashing out" of a life insurance policy, or a "living benefit")
- affinity fraud through community groups, clubs, and even places of worship

Healthy skepticism is a wise strategy for seniors when approached by any person with a sales pitch.

### What to Do

Wells Fargo Advisors are very concerned about protecting seniors from financial fraud. We believe your financial health is an important aspect of your retirement and that it must be guarded carefully.

Even if you don't suspect the deal or the person is fraudulent, there are a few steps to take before investing your money.

### End the Conversation

Practice saying "no", or telling the person you always speak with someone else before making decisions. Have an exit strategy.

### Turn the Tables

Ask questions. A legitimate investment

professional – as well as his or her firm – must be properly licensed with a regulator depending on the type of business the individual (or firm) conducts.

### Talk to Someone

Stepping away from the situation and asking for another opinion can help you see the true value of an offer.

Talk with a Financial Advisor about the ways you can protect yourself or a loved one by monitoring your personal financial information and being selective in providing access to personal data.

Find out more and print out a pamphlet to read over later.

The SEC has prepared "[Seniors: Protect Yourself Against Investment Fraud](#)".

The Better Business Bureau and the FINRA Foundation created a website and pamphlet for seniors and their families to find out more. Visit <http://www.bbb.org/smart-investing/> for more tips, and download "[Fighting Fraud 101: Smart Tips For Investors](#)".

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## Administering the oath of office



District President Jon Holden (l) administers the oath of office to Local 1951 Council Delegate Chris Powers.



District President Jon Holden (l) administers the oath of office to Local C Council Delegate Chris Schorr.



Business Rep Chuck Craft (l) administers the oath of office to Local C Trustee Francisco Moran.



Local C President John Lopez Jr (l) administers the oath of office to Local C Audit Mike Hill.

## February Retiree Club Minutes

Continued from page 9

the possibility of taking the clipper ship to Victoria, BC instead.

### Executive Board Meeting:

President Boschok stated the Executive Board had two motions for the club to consider.

Motion #1: To pay for corned beef and cabbage for the March meeting at an approximate cost of \$250. **M/S/P**

Motion #2: Re-affiliate with the WA State Alliance for Retired Americans at the sustaining membership level in the amount of \$150. John Guevarra said when we associate with this organization we are buying in to their mission statements and are one with them to participate in legislative decisions. **M/S/P**

### Old & New Business:

None.

### Good & Welfare:

Max Templin spoke about Richard Wolff, an Economy Professor. Max has seen his seminars on TV. They showed how badly we have been treated by company boards that control millions of dollars. Max suggested checking him out on the internet.

John Guevarra thanked Carl Schwartz for his comments about ALEC that were printed in the February AeroMechanic retiree page. John said he has shown the paper to others.

Jackie spoke about two pieces of legislation the union is supporting that would tie tax incentives for aerospace companies to jobs.

### Birthdays:

John Pompeo and Betty Hutchins celebrated a birthday and Calvin and Vera Doss celebrated a wedding anniversary.

### Raffle:

Jan Egger won the Fred Meyer gift card.

The meeting was adjourned at noon.

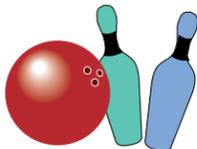
## Fun to spare at April 26 bowling tourney!

Strike up a good time with food, fun, friends and prizes while raising money for the Machinists Non-Partisan Political League (MNPL).

Local F's annual Unity Bowl fundraiser will be Sunday, April 26, from 12:30 to 3:30 p.m. at Secoma Lanes, 34500 Pacific Hwy S, Federal Way.

Any IAM member, relative, or supporter may participate. Trophies will be awarded to high score and those who "tried."

The cost is \$50 per bowler (includes fees, shoes,



dinner and prizes). Lane sponsorships are also available. Pick up an entry form at any union office.

For more information, call: Mitchell Christian 425-308-6895, Christine Fullerton 253-709-5786, Jeremy Coty 253-350-1516 or Donovan McLeod 253-486-7063.

We'll have fun to spare...so sign up today!

**Saturday, April 26**  
**12:30 to 3:30 p.m.**  
**Secoma Lanes, Federal Way**  
**\$50 per bowler, proceeds to benefit MNPL**



# EASTERN WASHINGTON

## Members at Pacific Power ratify new two-year agreement

Local 86 Machinists who work as diesel truck mechanics for Pacific Power Group in Spokane Valley are getting pay increases and the option of lower-cost health care thanks to a new union contract.

The Machinists at Pacific Power Products ratified a two-year collective bargaining agreement on Jan. 29.

Under the agreement, the workers will get a combination of pay increases equal to a 3.75 percent raise in the first year of the agreement, with 1.5 percent raises in the second year.

Part of the pay increase in the first year is because pension surcharges are no longer being deducted from the Machinists' pay. That returns them to their previous maximum rates of pay. The past deductions were equivalent to 55 cents an hour.

On top of that, the Machinists at Pacific Power will get a 1 percent general wage increases in the first year of the agreement.

In addition, the company will provide workers with the option of a lower-cost health plan that would cut monthly employee contributions by 12 percent to 13 percent in the first year of the



Union Steward John Dill (r), who was at the negotiating table, explains the contract offer prior to members voting on January 30.

agreement, depending on whether they are married or have children.

Field service mechanics also will get raises in the premium they are paid for time worked in the field, and the contract improved seniority language for the workers.

The agreement "addressed the issues that our members at Pac Power said were important to them in our town hall meetings and surveys," said Eastern Washington Business Rep Steve Warren.

The contract covers nine mechanics who are all Local 86 members.



Business Rep Steve Warren and Union Steward John Dill (left side of table) meet with Pacific Power negotiators to bargain a new two-year agreement.



PE mechanic David Bakken, B/R Steve Warren, B/R Greg Heidal, Journeyman mechanic Ernie Soderman, right: Labor Relations manager Northwest district, Leo Machado, Labor Relations manager Dan Carter and on teleconference PE mechanic Mark Sullivan.

## Ensuring local UPS contract integrates with master agreement

In February, representatives from the Machinists Union and United Parcel Service (UPS) met to finalize how the local agreement is applied in respect to the national master agreement.

Prior to meeting with UPS company reps, Business Rep Steve Warren met with Spokane UPS stewards Don Turley and David Bakken to hear specific issues for members at the Spokane hub and discuss the health and welfare benefits.

Both the local and master agreement cover Journeyman Mechanics, PE Mechanics and Trailer Mechanics working at the Spokane hub, Seattle hub and all UPS package car locations throughout Washington and Idaho.

Business representative Steve Warren, District 160 Business Representative Greg Heidal and Union Stewards from Spokane, Seattle and Redmond met with

company Regional Labor Management team to finalize the local agreement that was ratified in 2014.

David Bakken, PE Mechanic union steward from the Spokane hub characterized the meeting as productive – getting together with senior UPS leadership and discussing how the local agreement and master agreement work together.

"This gave us better clarification for both parties to understand the intent of the agreement of how it integrates with the master agreement," David said.

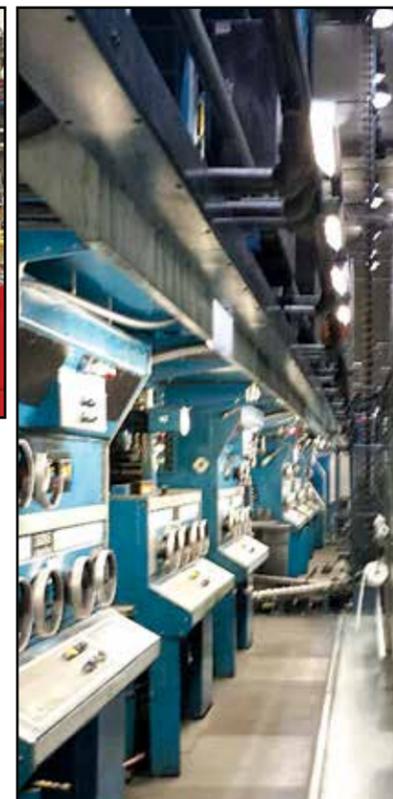


Business Rep Steve Warren (center) meets with UPS Stewards David Bakken (l) and Don Turley to discuss health and welfare and other Spokane issues.

## New contract at Spokesman Review



IAM members working to maintain the presses and equipment at the Spokesman Review ratified a new two-year agreement in late January. Above: Union Steward Lynn Gagnebin, who also served on the negotiating committee, repairs equipment. Photo right: Some of the huge presses that IAM members must keep running 24/7 to ensure the daily Spokesman Review gets printed and delivered to area subscribers.



## Good wishes in retirement



Local 1951 President Chris Powers (l) congratulated Chris Mercer and presented him with an IAM watch upon his retirement from CHPRC.