

DISTRICT 751

# AERO MECHANIC

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## IAM Pride Keeps P-8 on Track and Budget

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

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

"In the fleet, we are tremendously excited to get a new airplane," said Rear Adm. Bill Moran, the commander of the Navy's anti-submarine patrol forces. "We've gone almost 45 years in the community without the new car smell."

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

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

"It's ownership," added fellow Member Cheryl Parr. "We like this plane."

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

Jim Albaugh, the president of Boeing's Integrated Defense Systems



Top Navy brass at the P-8 rollout in Renton praised the work of our members who have ensured the plane was delivered on time and on budget - a testament to the skills of our members and other Boeing employees.

business, went out of his way to praise the Puget Sound workers who delivered on the Company's promise to provide the Navy with "the most-advanced capability in the world."

"Today really validates the hard work and excellence" of everyone who worked

on the plane, Albaugh said – specifically the Union members of both the IAM and SPEEA, along with their front-line managers. He also praised the staffs of both Unions for "the support they provide for their workers," which, he said, "had a lot to do with the plane rolling out today."

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

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## Members' Repairs Save Thousands

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

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

751 Mechanics in the Auburn shop estimated they could save them nearly \$100,000. Just as impressive as the cost savings, the shop had a spare spindle they could swap out – making the down time of the machine minimal. 751-members Ed Plazola and Scott Stagner were sent to California and completed the job in just three days – saving the Long Beach facility both money and

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Boeing saved nearly \$100,000 in repair bills by having members in the spindle shop perform Long Beach repairs. L to R: Scott Stagner, Business Rep Heather Barstow, David Henry, Ed Plazola and Rick McKinney.

## 737 Flies on Union Power

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

"When you think about it, it's really amazing the kind of success Boeing has had with this airplane," said District 751 President Tom Wroblewski. "It's been an incredibly profitable airplane for the Company for decades, and a big reason for that has been all the hard work by our members who build it."

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

Reaching these milestones shows what

can happen when Boeing partners with its Union workers, Wroblewski said.

"I don't think it's any coincidence that the most-successful plane in Boeing's history is also the plane that has the most Union labor going into it,"

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Renton flightline mechanics Bill Cummings, Mike Meador, Dave Garin and Sean Clark pose in front of the 3,000<sup>th</sup> Next Generation 737 before its delivery to customer Jet Airways of India in August.



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Flight Service Specialists with Lockheed Martin ratified a first contract in August

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Washington has fifth lowest workers' comp rates of any state

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## REPORT FROM THE PRESIDENT

# Three Big Wins and One Tragic Loss

by Tom Wroblewski,  
District President



This past month was a roller-coaster ride.

On the one hand, our members working for Boeing in Renton celebrated two major milestones with the Company: the rollout of the Navy's P-8A Poseidon, and the delivery of the 3,000<sup>th</sup> Next Generation 737.

Another proud moment came in Wenatchee at the Washington State Labor Council's annual convention, where I accepted, on your behalf, the Council's annual Mother Jones Award, which honors you and the stand you took in solidarity last year, by telling the Boeing Co. that it was time for them to keep their vendors out of our factory and to share the wealth with its workers instead of trying to take it away.

But there was major frustration and sadness, too. The bloggers and politicians continue to criticize us for not being friendly enough with Boeing, even though you and I know that we're working every day to improve our relationship.

And tragically, we lost one of our best-loved and most effective Union staffers – Grievance Coordinator Jimmy Darrah – who died while getting treatment for a recently diagnosed illness.

Let's take these things one at a time.

The P-8 program is an amazing success story. We've all heard so many tales about overruns and delays on military contracts that you almost expect that to be the normal way things operate when it comes to the Pentagon.

But not this time, not with our Company and not with this airplane. Our members at Boeing delivered the P-8 on time and within budget, and did it without working mandatory overtime. How? It's pretty simple, really: you take a proven manufacturing process and a highly skilled, experienced and motivated workforce and you will get these kind of results every time.

This is exactly why Boeing and our members should be building the next generation of tankers for the U.S. Air Force here, instead of at some not-yet-constructed factory filled by not-yet-trained workers in Alabama. And yes, I think this is exactly why Boeing should someday open a second 787 line in Everett, instead of South Carolina or Texas or anywhere else the bloggers can dream up.

The second positive thing that happened in August was the delivery of the 3,000<sup>th</sup> Next Generation 737 built in Renton.

You may know that I was a Business Rep in Renton back in the '90s. Yet I hardly recognize the factory when I visit it today. The moving line, the just-in-time delivery – all that has come about in the past decade, and it has triggered a revolution in the aerospace industry. What our members in Renton do goes far beyond what any of us thought was possible during my years there, and it only came about because management worked hand-in-hand with our members to develop these new processes.

From our District 751 members in the factory and on the flight line, to the District 70 members in Wichita – and

even to the Canadian Auto Workers who fabricate fairings up in Winnipeg – more Union labor goes into the 737 than any other Boeing plane. It's certainly no coincidence, in my mind, that that plane is the most successful one in Boeing's history. We should be proud.

It goes to show what great things can happen when the Company partners with its workers, and every day I'm making the case to Boeing managers that they should be building on that proven model for success.

Receiving the Mother Jones Award was particularly gratifying, coming as it did from our fellow Unionists who know how hard a strike can be.

None of us went into the 2008 contract talks hoping for a strike. Strikes are – and must always be – a last resort for our Union. But sometimes a strike is the only option, and last year you chose to stand your ground and not accept a contract that would have wiped out any wage gains with higher benefit costs and would have allowed outside contractors to do your work. Instead, you held the line, and your solidarity was rewarded.

My personal goal is to improve our relationship with the Company to the point that we're able to reach a new contract in 2012 without a strike.

Now, the bad news.

First – to repeat what I reported to you last month – let me say again that there are no secret talks going on with the Boeing Co. I continue to meet with Boeing managers regularly and we're working on items of mutual interest – like the voluntary layoff benefit that we were able to announce last month. But

Boeing has not proposed any kind of long-term no-strike agreement, and our four-year contract remains in place.

We're going to keep meeting with the Company to find ways we can improve our relationship, but this process is going to take time, and we might not meet the media's artificial deadlines.

In the meantime, it would help a lot if the media, the analysts and our friends in public office would simply back off and let us work this out. We don't need anyone stirring things up.

And finally, Jimmy Darrah. It seems like I've known him forever. He was always someone you could count on – as a Blue Streak mechanic on the shop floor, as an officer in Local C, as a work transfer rep in Renton, and most-recently as a business rep and grievance coordinator here at the Seattle Union Hall.

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## Darrah Remembered for Passion to Help Others

If you ask his friends and colleagues what words best describe Jimmy Darrah, you get a variety of answers. Honest, loyal, happy, helpful, friendly, funny, and the list goes on and on. A colorful web of positive words come together to describe the man that so many felt close to – even those who only knew him for a moment. Jimmy Darrah had the heart of a lion, the demeanor of a big teddy bear, and an unmatched commitment to the members he served.



Jimmy Darrah will be honored at a memorial service Sept. 19 at 1 pm at the Seattle Hall. All are welcome.

District 751 Grievance Coordinator James E. Darrah, better known as "Jimmy", passed away on August 20 while undergoing treatment for a recently discovered illness. Jimmy was 52.

District President Tom Wroblewski said it was a sad day for the Union as he remembered the colleague and friend that so many at 751 knew and loved. "He'd go

and go," he said. "He was always there to lend a helping hand." Echoing President Wroblewski's sentiment about Jimmy's relentless dedication, Aerospace Coordinator Mark Blondin spoke of Jimmy's active participation in Guide Dog Fundraisers. "He was always a volunteer – never a participant," Blondin recalled.

Jimmy was hired in at Boeing in 1986. He worked his way through the ranks to become a Blue Streak Tooling Mechanic in Renton. Throughout his entire career, he was active in the Union and was both Vice President and President of Local C.

Jimmy was also one of the first Work Transfer Representatives appointed after the Union achieved, during the 1999 Contract, the right to re-bid for work the Company intends to outsource. In that role, Jimmy fought hard to keep the work traditionally done by Machinists from

being outsourced.

"He just wanted a fighting chance to prove our people could do the work, and he had some success," said Blondin. "Probably the company wishes they'd have listened to him, now."

Jimmy joined the Union's negotiating team in 2005 and 2008, and was part of the group that traveled to Washington D.C. to join the mediation talks that led to the deal with Boeing management that our members decided would end the 57 day strike.

In 2006, Jimmy hit the ground running as a Business Representative in Renton and later in Auburn, a post he held for three years until President Wroblewski appointed him as Grievance Coordinator. He was picked for the post because of his ability to relate to others, think objectively, and communicate with the members he cared so much about. Jimmy had "honesty and integrity," Wroblewski said. "He was someone that had your back. That's what it's all about."

"He was the right person to be a  
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## Opportunity to Divert Your 2009 Lump Sum Bonus at Boeing to Your VIP Begins October 1

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

To be eligible to receive the bonus and to divert the entire amount to your VIP, you must be represented by IAM 751, 24 or 70 and actively employed, on a leave of absence of 90 days or less, or on approved military leave, on Sept. 4, 2009.

If you want to divert your bonus to your VIP account, you must make your

election through Boeing TotalAccess. The election instructions are below.

If you choose not to divert your bonus, no action is required. It will be automatically paid on the regularly scheduled Nov. 19, 2009 hourly payday.

### Diverting your Lump Sum to your VIP

The window for electing to divert your bonus to your VIP begins at 9 a.m. U.S. Eastern time on Oct. 1, 2009 and runs until 4 p.m. U.S. Eastern time on Oct. 30, 2009. You can make your election online or, if

you need help, over the telephone.

Online through TotalAccess:

- **At work** – Use your network credentials to log on to My Boeing at <https://my.boeing.com>. **At home** – Use your Boeing TotalAccess password and BEMS ID (or SSN) to log on to [www.boeing.com/express](http://www.boeing.com/express).
- Click **TotalAccess**.
- From the TotalAccess Menu in the left hand column, click **My Savings & Pension**.

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

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### 751 AERO MECHANIC

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## POLITICAL ACTION

# Union Asks State Leaders to 'Change the Tone'

District 751 is calling on elected officials and industry leaders to change the tone of the debate about the future of aerospace in Washington and start talking about all the reasons why the Boeing Company and its suppliers here are successful now and will be profitable in the future.

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

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

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

Most of the media coverage of the conference focused on the perceived tension between Boeing management and the IAM, and whether there are talks underway toward a long-term "no strike" deal. A quip from U.S. Rep. Norm Dicks, D-Wash., that "the Hatfields and the McCoys have got to stop feuding" was widely quoted.



751 Political Director Larry Brown encouraged all leaders to change the debate and begin touting the many advantages Washington State can offer aerospace companies like Boeing. Snohomish County Executive Aaron Reardon and Congressman Norm Dicks also addressed participants.

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

Other reporters focused on the recent attempt to decertify the IAM District 96 bargaining unit which represents the production workers at the former Vought 787 factory in South Carolina.

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

But labor delegates to the conference felt that by focusing on those issues, reporters missed some very important points.

For example, Adam Pilarski, an economist with the Virginia-based aviation consulting firm Avitas, made comments that were critical of the kind of outsourcing Boeing management has

pursued with the 787 and reinforced the Union's position that skilled workers are an essential ingredient for an aircraft builder to prosper.

"What can we outsource? Everything can be outsourced. The governor of South Carolina even outsourced marital duties to Argentina," Pilarski quipped. "That doesn't mean everything *should* be outsourced."

Aerospace is different from other industries because there are significant regulatory restraints that don't exist elsewhere, most related to safety, he continued. "The FAA won't let you put something together in a garage and say 'It looks like the real thing and it's cheap.'"

To be successful, aircraft builders need a skilled, veteran workforce, and that's something that takes many years and a lot of money to create, concluded Pilarski, who was the chief economist for Douglas Aircraft Co. before it merged with McDonnell Aircraft Corp. in 1967.

"Especially for manufacturing, you need historical experience," he said.

Reporters also overlooked the comments of Mike Zubovic, a vice president with Aviation Technical Services in Everett, which is one of North America's largest jet-repair stations. He's also president of the Aerospace Futures Alliance, a pro-Boeing lobbying group.

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

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

There are a number of approaches to health care reform being proposed in Congress and debated throughout the nation. Opinions across the country range from the belief that it should be left alone for private industry and the free market to deal with to the conviction that a single payer/universal access program similar to Canada's health care system should be established. Though many feel strongly on both sides, the political and economic realities are that we probably won't see either of these extremes.

Doing nothing and maintaining the status quo is unsustainable. Health care costs are currently growing at two to three times the rate of inflation. It is these increasing costs that are contributing to our nation's competitive disadvantage in the global economy. Our jobs, especially those in the manufacturing sector, are increasingly being shifted offshore. Large companies like Boeing are pressuring their employees to accept a greater percentage of costs as they threaten to close their doors and move overseas. In union workplaces, workers are being forced to accept increases in out-of-pocket costs, along with decreased benefits and pay, or go on

strike to maintain their current benefits. Does this sound familiar?

Many Americans in the union and progressive community believe the only way to go is the single payer/universal access approach. This is best described as Medicare for all. The gist is that everyone pays taxes, so everyone has health care. The problem with this is that many believe this is not politically viable. Regardless of the potential benefits such as the cost containment potential for business and individuals as well as the competitive advantages for our economy, people have been scared away from "government controlled health care." Even seniors who benefit from Medicare, care that is paid for by the government, are afraid of government-run health care. This fear seems to be making the single payer approach unattainable at this time.

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

Health Reform Must:

**First** and foremost, there must be universal access. One reason for the high cost of health care in America is that many of the Americans who already have coverage only go to see the doctor under catastrophic conditions - when treatment is the most expensive. When people are able to visit the doctor early on in the course of an illness, treatment is much less expensive. Also, when people have coverage, they go to their doctor rather than the much more expensive emergency room. Everyone should have coverage.

**Second**, everyone should pay. Those who currently have health care coverage are paying more than they should have to because they are paying for those who don't or won't pay for coverage. Since we have an employer-provided health care system, Wal-Mart should not have a competitive advantage in pricing over Fred Meyer simply because Wal-Mart refuses to pay for health care. Fred Meyer employees should not have to

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Congressman Rick Larsen fielded questions from those attending the town hall meeting at Aquasox Stadium.



751 Political Director Larry Brown (l) takes part in an aerospace forum to strategize how to maintain and grow the aerospace industry in this state.

## Aerospace Forum to Strengthen Our Future

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

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

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

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

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

Speaking for the Union, Brown said that District 751 is "on the side of everybody in this room in terms of transportation." If Boeing is to be successful here, it needs to truck major components from Fredrickson to Everett "faster than it can fly them in from out of state on the DreamLifter," he said.

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

Other panelists called on elected officials to extend

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751 member Rod Sigvartson was one of the 751 members attending the health care town hall meeting with Congressman Rick Larson.

# IAM Pride Keeps P-8 on Track and Budget

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in Seattle.”

Adm. Roughead also praised the workers who built the first P-8s.

“You are building this airplane magnificently,” he said. “You’re building it in a way that reflects that you’re building it for your sons and daughters, the sons and daughters of America.”

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

To this point, the P-8 program has been exactly that – on time and on budget.

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

“We didn’t start with any significant technical risk,” Capt. Moran said. Instead, the P-8 utilizes “mature and understandable” technologies.

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

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

For starters, everybody working on



*The P-8 assembly line mechanics have great support from engineers and management, which has resulted in huge success for the program.*

the plane was an experienced 737 mechanic, Parr said.

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

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

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

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

“Fun?” Boone asked. “You could call

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

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

“If we’ve got a problem with a drawing, we can call an engineer and say ‘Can you come look at what you drew?’” said Eric Henderson, another 751-Member. “Over there,” he said, pointing at the main 737 assembly area, “when you have a problem you have to go all over the factory looking for the guy who made the problem.”

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

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

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

“He, at his level, would come out on the floor and engage us,” Henderson said. “You could say ‘Mo, I don’t like this,’ and he’d go back and work it. You don’t normally get that, but we did.”

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

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

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

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

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

So far, the Navy has said it will take 117 P-8s, and the Pentagon is in talks with the navies of Australia and India, which also want the planes. If it all works out, Henderson says he can see himself working on the Poseidon line until he retires, and that would make him happy.

“It’s an awesome plane and people are going to want it because of what it can do,” said Henderson. “I guess that’s what makes it exciting, because you know everybody wants your plane.”

## 737 Flies on Union Power; Boeing’s Top Revenue Stream

Continued from page 1

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

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

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

The 737 is a very versatile plane that airlines can use profitably on all kinds of routes, he said. “The economics are great, whether it’s a 25-minute flight or a five-hour flight. It’s the most you can leverage out of an airplane. It works fantastically well.”

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

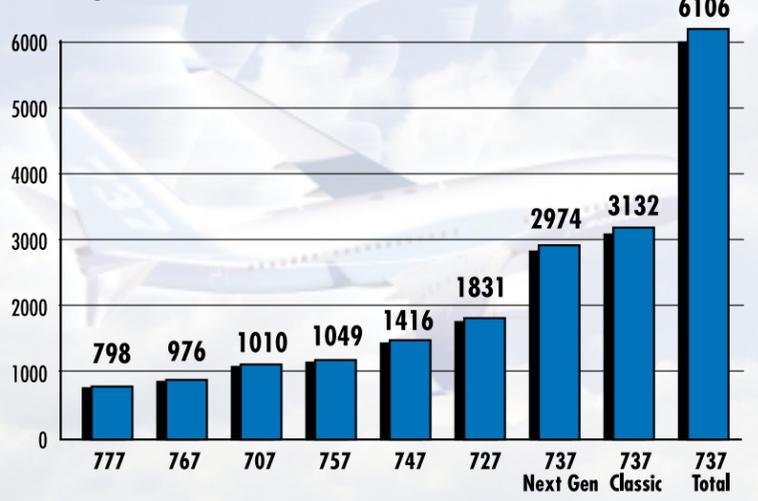
“It’s arguably the most-efficient aircraft production line ever invented,” he said, “with previously unheard-of levels of efficiency.”

Thousands of Union workers play a part in building, assembling and delivering each 737, including the Machinists of District Lodge 70 in Wichita, whose members at Spirit Aerosystems fabricate much of the airframe. Some of the last workers to touch each airplane before it’s delivered to a customer are the flightline mechanics at Renton’s municipal airport, Clayton Scott Field.

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

With the planes literally flying out the Renton factory door, it’s a demanding environment, said flightline mechanic Mike Meador. “For QA (quality assurance), we’re going from one airplane to the next,” he said.

### Historical Boeing Jet Deliveries as of August 1, 2009



“Avionics techs probably have the biggest work package for the size of their group.”

All in all, “they abuse us,” he quipped.

Many of the flightline mechanics started at Renton before the Next Generation 737s were launched back in 1993. It was a struggle to get the first planes assembled, said Dave Garin. “They were brutal in the beginning, like any new airplane.”

But once those initial kinks were worked out, the 737 production line became a model of efficiency.

“We’re kind of the smoothest-running operation at Boeing right now,” said flightline mechanic Bill Cummings.

And the quality of the redesigned 737NGs became obvious, said Mike Meador.

“I worked on the last two -200s; I’ve worked on all the Classics and all these,” he said. “These are easier. They made a lot of improvements on this airplane. It’s a far better engine. The flaps go on easily. To adjust them, it’s easy.”

“It’s just been a great airplane,” Meador concluded. “The fact is we build a great airplane.”

Working with the Union and its members, Boeing has been able to slash final assembly times almost in half, and is now delivering planes at a rate of more than

one a day.

“The factory has changed so much,” says Sean Clark, a flightline mechanic who started his Boeing career working on 737 Classics in Renton. “Those of us who worked in there before don’t even recognize the processes, the moving line and everything. It’s changed a lot.”

Cranking up Renton production rates has been beneficial to Boeing in many ways, Aboulafia said:

It brings Boeing a steady and reliable cash flow; “there’s nothing like factory through-put,” he said.

Because 737s are produced in such volume, suppliers are willing to give volume discounts on 737 components and also on parts for other Boeing jets. “The 737 means a lot to Boeing, but imagine if you’re manufacturing brake pads,” he said.

Assembly techniques pioneered on the 737 line in Renton have spread north to Everett, making widebody manufacturing more efficient. “You learn an awful lot, and those lessons can be easily migrated,” he said.

All in all, the 737 gives Boeing “critical mass in terms of workforce, market exposure, customer appeal, and of course it makes you an expert at high-volume airplane production,” Aboulafia said.

There will be more milestones like this in the future. Boeing already has sold its 7,000<sup>th</sup> 737; Indonesian airline Lion Air placed the order for that at the 2007 Paris Air Show. The order for the 8,000<sup>th</sup> came from Malaysian Airlines in 2008 at Farnborough. At the end of July, Boeing’s backlog on the 737 line stood at 2,140 planes – still nearly six years’ work, even at today’s rapid production rates.

There’s been much speculation about Boeing’s plans to replace the 737, in the face of competition from new planes proposed by Bombardier and manufacturers in China, but Aboulafia isn’t so sure.

The 737’s such a versatile workhorse, “I’d be surprised if the 737, perhaps with new engines, isn’t still in production until the end of the next decade – till 2019,” he said. Engine manufacturers are working on a new generation of turbofan jets, and if Boeing can succeed in adapting them to the 737, “this tube might have 10 or 15 years left in it at least.”

District 751 members on the flight line agree.

“It’s the most-popular jet – everybody has them,” said Meador. “Airlines are going to buy more.”

# State Labor Council Honors IAM Solidarity

The Washington State Labor Council honored the members of District 751 during its recent convention, giving the Fighting Machinists the Council's highest honor for taking a stand in solidarity against the Boeing Co. during the 2008 strike.

Speakers at the convention also defended the Union against claims that the 57-day strike is the reason why Boeing's 787 now is more than two years behind schedule.

U.S. Rep. Jay Inslee (D-First District) received his loudest ovation when he said people should stop demonizing the Machinists and that Washington state should be more confident that "the next great Boeing plane will be built right here in the Puget Sound."

"It is not helpful when people say the reason for the delay is the Boeing Machinists," he said. "The reason is that management decided to outsource Machinists jobs."

But Inslee also added that Boeing's consideration of expanding 787 production in a state other than Washington is a

threat that should be taken seriously.

"This is a real risk of losing jobs," he said. "We all need to find out how we can have a relationship (between Boeing workers and management) built on trust. It is a two-way street."

Inslee was the keynote speaker on Aug. 7, which was the second day of the council's annual convention, held in Wenatchee.

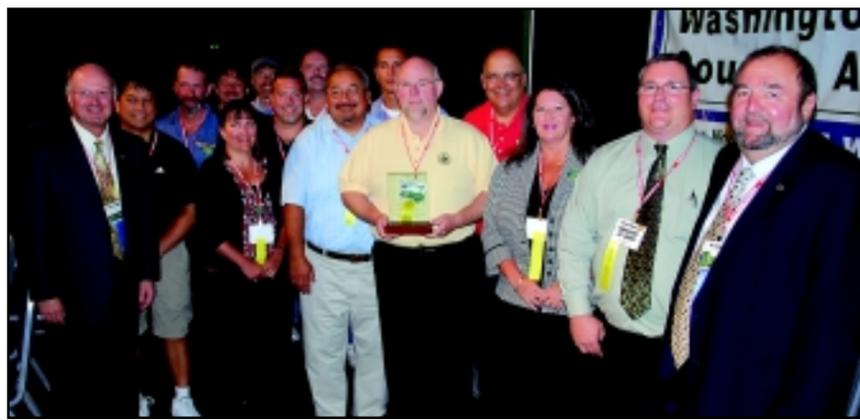
On the first day, 751 District President Tom Wroblewski accepted the Labor Council's Mother Jones Award, which honored the Union's membership for its solidarity during the 2008 strike.

In making the award, the Labor Council noted that Boeing management had refused to budge on a contract proposal that would have cost them an additional \$9 million. That refusal to bargain pushed Machinists into the strike, which the Company now claims cost it billions.

The Machinists Union is committed to healing the wounds caused by the strike, but Wroblewski acknowledged his frustration with those who want to blame the walkout for all Boeing's current problems.

"It gets pretty tiring to hear that the woes of this Company are based on a 57-day strike when it could've been settled in two (days) and we gave them that two-day opportunity," he said.

Wroblewski added that he appreciated the rec-



751 delegates attending the Washington State Labor Council (WSLC) Convention were presented with the prestigious Mother Jones Award recognizing the membership's solidarity during our strike last year. WSLC President Rick Bender (far left) and WSLC Sec-Treas Al Link (far right) congratulate our delegates.

ognition from fellow trade unionists who understand the hardship of a strike and the difficult decision it is for members to vote to walk out to support their principles.

Health care reform was another major issue at the convention, with several speakers calling on unions to support President Obama's efforts to overhaul the health insurance system.

"Unions are not part of the problem, we are part of the solution," AFL-CIO Executive Vice President Arlene Holt Baker told delegates.

Holt Baker praised President Obama for his efforts so far to stimulate the economy and to fight for universal health care coverage for all Americans, adding that his agenda also includes long-overdue labor law reform. But she urged patience as Obama works to fulfill his promise of "Change We Can Believe In."

"It took eight years to get us into this mess, it's going to take more than seven months to get us out of it," she said.

She challenged delegates to continue the fight for passage of the Employee

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

Inslee, in his speech, agreed. "Change always meets resistance from the keepers of the status quo," he said, calling on Labor to fight back against the opponents of health care reform, who are being orchestrated by those who profit from the current failing system.

Inslee urged delegates and guests not to be intimidated by disruptive opponents of health care reform at town hall meetings, many of whom have been deliberately misled about what is being considered. He urged everyone to attend such meetings and to forcefully but respectfully make the case that the status quo is not an option.

"Anybody who says we don't need health reform in this country is one disease away from disaster," Inslee said. "In this country, nobody with a pre-existing condition should be denied access to insurance or charged exorbitant rates. This legislation will fix that."



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

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

Continued from page 3

bear the cost shifting that occurs when patients with insurance are charged more to pay for the Wal-Mart employees that aren't offered insurance. Everyone should pay.

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

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

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



John Jorgensen attended the health care town hall to get more information.

## Spindle Shop Saves Boeing Nearly \$100,000 for Maintenance at Long Beach Facility

Continued from page 1

time.

Supervisor Tom Kedley praised the work, stating, "Very few people anywhere have the experience of the journeymen in this shop. The total cost for the repair came in just under \$15,000."

Yet their service to Long Beach didn't end with the installation and alignment of the spindle; they continued to troubleshoot the machine and provide support over the phone. In addition, while they were in Long Beach, they provided maintenance training to the local California technician who is sporadically called in for maintenance (he is an ex-Boeing employee who was laidoff when they outsourced maintenance there).

Scott Stagner noted, "The machine at Long Beach hadn't been well maintained for years – especially since they laidoff their maintenance staff, and it showed. All seals were shot. If they had not utilized our shop, it would have been much more costly – not just in the price – but also in the down time for the machine meaning their production schedules would be behind. It shows the importance of maintaining these machines."

Ed Plazola brings 31 years of Boeing experience with 26 years in the spindle shop making him one of the foremost experts, while Scott Stagner has 15 years

at Boeing. The same level of experience and expertise are evident in the other specialty shops.

Business Rep Heather Barstow stated, "I hope other Boeing shops utilize the skills available in these Auburn specialty shops. Time and time again, our members can perform the maintenance not only for less cost, but also quicker, which also saves money. It is a credit to the knowledge and capability of these skilled machinists."

The Fab Division has ten specialty machine maintenance shops available to any Boeing facility in the world. Beyond the spindle repair shop, specialty machine maintenance shops in Fab include: Maintenance Machine Shop, Motor Repair Shop, Portable Tool Repair, Computer Repair Shop, Gear Box Repair, Electronic Repair, Master Software Library, Spindle Test Stand, and Condition Based Maintenance.

"We hope others will try our services. Long Beach was very appreciative and can help spread the word on how we saved both time and money when repairs are needed – demonstrating the value of having an experienced maintenance crew," stated Stagner. "Another good example is at one point Boeing considered getting rid of a gantry. We repaired it and over the last few years that shop has played a major part in emergent work – even in 787."

Having these talented Machinists available is a priceless resource that should be retained for years to come.



751 members in the Spindle Shop were able to repair and install a spindle for one quarter of the cost the vendor bid and in just three days – compared to the vendor's estimate of three weeks – demonstrating the incredible value of our members' skills.



Cars filled the Seattle Hall parking lot for the Steel & Wheel Supershow. Organizers planned additional events such as a yoyo and hula hoop contest to involve the entire family in a day of fun.

## Car Show Drives in \$\$ for Guide Dogs

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

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

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

*Julio Castro won the Kid's Choice award for his 1960 Austin-Healy Sprite.*



President's Choice was presented to Phillip Voik for his 1969 Plymouth Sport Satellite Convertible.



Ladies' Choice was awarded to Dave Benshoof for his 2001 Pontiac Firehawk.



Photo Left: People's Choice Bike award was presented to George VanDiver for his 1975 Yamaha XS 650B.



Greg Mercille won People's Choice with his 1964 Pontiac GTO, which he rebuilt.



L to R: Terri Myette, Don Shove, Susan Palmer, Dave Brueher, Jim Kakuschke, Chris Louie and Tom Wroblewski were on hand for the presentation of the check, which provided \$19,500 for Guide Dogs of America.

## Puppy Putt Is Roaring Success

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

Thanks to sponsors:

- Sound Harley
- Northwest Harley Davidson
- Downtown Harley-Davidson
- Everett Powersports
- Frontier Bank
- Silver Dollar Family of Casinos
- Hinshaw Motorcycle Store
- Cycle Barn Motorsports Group
- RMC Renton Motorcycles
- Sun, Surf & Run
- Eagle Leather Motorcycle Gear & Accessories
- American Motorcycles
- Scott Wealth Management Group
- Pacific Rim Dive and Travel
- Lions International
- SPEEA
- Renegade Classics Everett
- Mick Kelly's Irish Pub
- Abate of No. Snohomish Co.
- Prof-Muffler & Brakes
- Innovative Care
- Trophies & Award Unlimited
- Mopars Unlimited
- CyclPath Motorcycle Machine
- A.B.A.T.E. of Washington



Photo right: Special awards were presented to Dave Brueher (l) and Jim Kakuschke. Brueher has been a key organizer of the event - working tirelessly all year long while Kakuschke has been a top fundraiser and consistently recruited sponsors each year.



Thanks to all who took part, volunteered, sponsored and recruited. For more info and photos visit: [www.puppyputt.com](http://www.puppyputt.com)

# HORSESHOE TOURNAMENT PITCHES IN FOR GUIDE DOGS

Participants in the 2009 Local E Horseshoe Tournament did more than simply pitch horseshoes – they pitched in and together raised over \$2,000 for Guide Dogs of America.

Everyone had a great time competing at horseshoes, listening to music and enjoying a delicious barbecue. While the top tournament teams took away trophies, there were many raffle prize winners. Ron McGaha won the 32' flat screen TV in the raffle; Curt Thompson took home the Blue-Ray; and Liz Laidley won the Sound System.

Local E President Jay Carterman put in many hours organizing and running the event. Special thanks to Dan Meddaugh and Alan Gibson for their help, as well as the band Hot SunBurner for providing great music. Thanks to the following sponsors: Business Rep Heather Barstow, Joint Programs Central Site Committee, Alan Gibson (751E District Audit), David Henry (751C Rec. Secretary), Larry Brown (751 Legislative Director), Jay Carterman (751E President), Scott Wealth Management Group, Sec-Treasurer Susan Palmer, and Business Rep Ron Bradley.



Guerdon Ellis and Tim Trombley showed off their skills and took home the first place trophies.



Jay Carterman who organized the event prepares to throw.



Dan Meddaugh tosses with Alan Neph in the background.



Roy Wilkinson gets ready to throw a shoe.



Franklin Becker and Neil Machaud captured second place.



District 751 President Tom Wroblewski and his son Leon won the third place trophies.



Jim Kakuschke (l) and Ron McGaha took home the consolation trophies for their efforts at the event.

# Our State's Workers' Compensation Advantage

We have the fifth lowest workers' comp of any state

by David Groves, Washington State Labor Council, AFL-CIO

One of the most persistent myths about Washington state's business climate is that our workers' compensation costs are higher than in most other states. The fact that many employers and public policymakers believe this to be true is another indication of the power and resonance of the negative internal rhetoric about our competitiveness.

As with overall business-climate rankings, independent objective analyses from outside the state tell a very different story. In fact, the gap between the truth and the negative rhetoric about our workers' compensation costs is shocking. Not only do we have comparatively low premiums, by the national measure most often cited, the workers' compensation costs to employers in Washington state are the fifth lowest of any state in the nation.

Despite these low costs, Washington's model state-run system is able to provide comparatively high benefits to injured workers. That's how this myth took hold that Washington is not competitive in this area.

Business lobbying groups continually and deliberately decry the level of benefits -- not employers' actual costs -- in their quest to cut premiums even further.

The danger for Washington's working families is that lawmakers could lose sight of the goal of our workers' compensation system -- "sure and certain relief for workers, injured in their work, and their families and dependents" -- and shred this critical safety net in a misguided attempt to improve our business climate.

WORKERS' COMPENSATION is America's original tort reform. Until this system was established about 100 years ago, workers injured on-the-job could sue their employers for damages. But workers gave up that right to sue in exchange for this no-fault insurance program that pays medical costs and partially reimburses the lost wages of workers who suffer job-related injuries or illnesses.

So it's important to remember that work-



ers' compensation is not a poverty program, nor is it some kind of welfare. It is a mandatory insurance program, and it was sought by American employers as a way to protect them against potentially ruinous lawsuits over an injury or illness caused by their neglect.

Also known as "industrial insurance," workers' compensation coverage for more than 99 percent of the businesses in Washington state is provided through the nonprofit government-run State Fund.

Fewer than 400 businesses, employing between one-quarter and one-third of the state's workforce, are large enough to operate their own industrial insurance programs and are called "self-insured employers." These companies, including Boeing, Weyerhaeuser, Safeway and Microsoft, pay the same benefit levels set forth in state law, but they have more control over the claims administration process. Presumably, these employers' costs are lower than they would be in the State Fund system, or else they wouldn't self-insure.

HOW DO OUR BENEFITS COMPARE? Washington has comparatively high workers' compensation benefits. The National Academy of Social Insurance's most recent analysis of 2006 data found that Washington paid \$1.63 in benefits for every \$100 in covered wages, which ranked our state third highest.

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

Naturally, business lobbying groups and research organizations inside the state decry the high benefits and deliberately avoid mention of the comparatively low premiums. In the context of their continual criticism of our state business climate, they know that their audience -- whether it's fellow business executives, legislators or

the media -- will assume that higher benefits mean higher costs. It doesn't.

Washington's state-run workers' compensation system -- one of only five such systems remaining in the U.S. -- is viewed as a national model for its efficiency. It can afford high benefits while charging low premiums because there are no profit margins, commissions or brokerage fees, as there are in privatized systems. It has significantly lower claims administration costs and no marketing or advertising costs.

But when you're in the business of lowering business costs, low is never low enough, especially when even more could be saved by cutting benefits for injured workers.

That's why organized labor and other advocates for injured workers argue that all proposed benefit cuts must be measured against our values as a state and not a manufactured panic about our business climate.

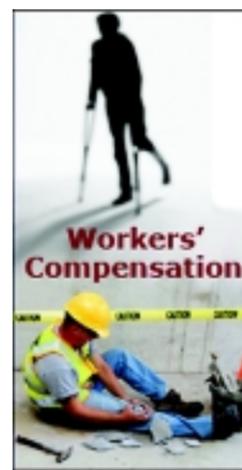
THE GOAL OF OUR WORKERS' COMPENSATION system, as set forth in Washington state law (RCW 51.04.010): "The welfare of the state depends upon its industries, and even more upon the welfare of its wage worker. ... Sure and certain relief for workers, injured in their work, and their

families and dependents is hereby provided."

Organized labor believes all changes to our system should be measured against that goal. Is the motive for a proposed change to ensure "sure and certain relief" for injured workers? Or is it the product of a perceived -- but demonstrably untrue -- competitive disadvantage with other states?

Consideration should be made to ensure our system's costs stay competitive with other states. But it is absurd to

make our goal to cut benefits so they are more in line with other states. Washington must not engage in a race to the bottom where injured workers and their families are thrown into poverty with no recourse. To engage in this benefit-cutting race, especially when employers in our state already have among the lowest workers' compensation costs in the country, is immoral and unacceptable.



## A Case in Point..

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

South Carolina is one of 16 states that has an average total disability benefit that is LESS than the federal poverty threshold, according to National Academy of Social Insurance data.

But employers in South Carolina's privatized system pay MORE for workers' compensation coverage than em-



ployers in Washington state pay, according to both the Oregon and Insurance Information Institute studies.

So why would we compare Washington's "competitiveness" with South Carolina's based on injured workers' benefits rather than employer costs? Are we determined to compete based on the degree of financial suffering that injured workers face? Do we want Washington to become a state where a permanently disabling work injury relegates a family to poverty?

Of course not.

Of course not.

## Opportunity to Divert 2009 Lump Sum Bonus at Boeing to VIP Begins October 1

Continued from page 2

• In the center column, click **Retirement Savings Plans**.

• Then click **Boeing Savings Plans Online**.

• Click the **Close** button on the News & Reminders message board.

• On the Home page, click the **Boeing Company VIP Details** link.

• On the **My Account** page, in the left navigation bar, click **Contributions**.

• Then click **Bonus Contributions** and follow the prompts to make your election (no partial diversion is allowed).

By phone through TotalAccess:

• With your TotalAccess password and BEMS ID (or SSN) ready, dial **1-866-473-2016**.

• Enter your BEMS ID (or SSN).

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

• Enter your TotalAccess password.

• After being connected to the Boeing Savings Service Center, press zero "0" key to be transferred to a customer service rep to request to divert your entire bonus (no partial diversion is allowed) to your VIP account. Reps are available week days from 8 a.m. to 8 p.m. U.S. Central time, except for stock market holidays.

• Hearing impaired callers can access TTY/TDD services at **1-800-755-6363**.

Remember, if you want to divert your 2009 Lump Sum Bonus to your VIP account you must do so no later than 4 pm U.S. Eastern time on Oct 30, 2009. Whether you make your

diversion election online or over the phone, a confirmation statement will be mailed to you within two to three business days.

### Tracking your election

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

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

### Frequently Asked Questions

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

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

**Q. When can I elect to divert my 2009 lump sum bonus to my VIP?**

**A.** Any time from 9 a.m. U.S. (EST) on Oct 1, 2009 until 4 p.m. U.S. (EST) on Oct 30.

**Q. I am close to reaching the annual pretax limit for the year. Can I still divert**

**my bonus if I've already reached the limit?**

**A.** Yes, if you elect to divert your Lump Sum Bonus and you have reached or will reach the annual pretax limit (\$16,500 in 2009), any contributions in excess of that amount will be made on an aftertax basis automatically. This is true for your regular pretax contributions as well as the diversion of your bonus. If this occurs, taxes will be withheld on the portion of the contribution that exceeds the annual pretax limit.

If you reach the annual pretax limit, you will not have the option to divert your bonus as catch-up contributions.

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

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

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

**A.** Yes, as long as you change your election before the enrollment period ends at 4 p.m. Oct. 30, it will be accepted. However, once the enrollment period ends, you will not have the ability to change your election.

**Q. If I divert my bonus to my VIP account and I need the money later, can I withdraw it from my account?**

**A.** Once you contribute your bonus to your VIP account, all of the rules and restrictions regarding other VIP contributions will

apply to the bonus contribution. To the extent your contribution is made on a pretax basis, you will be able to withdraw these funds only under certain hardship conditions or when you reach age 59-1/2 or terminate employment. Aftertax contributions may be withdrawn at any time, subject to the VIP's procedures.

**Q. Will I still be eligible to divert my lump sum bonus if I transfer to a position that is not represented by the IAM 751, 24 or 70?**

**A.** As long as you meet the qualifications to receive the bonus, you will be eligible to divert your bonus to your VIP account.

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

**A.** Yes, anyone who is eligible to receive the Lump Sum Bonus may elect to divert the bonus to their VIP account. However, if you have not made your election prior to your termination of employment, and it's before 4 p.m. on Oct. 30, you will have to make your election by calling the Boeing Savings Service Center through TotalAccess and speaking to a customer service rep.

**Q. Will I need to make an election to divert my 2010 Lump Sum Bonus to my VIP or will my election automatically apply for next year?**

**A.** The election you make in 2009 will not automatically apply for next year. You will be required to make a new election in 2010.

# 127 Years of Labor Day Celebration: The Story Behind Our Holiday Off Work

It's more significant than a simple day of rest; than the symbolic end to the summer for students and the beginning of football season for sports fans. It's about more than barbecues, picnics, and firework shows. Labor Day is the holiday of the people, the day we honor the many who have "...delved and carved all of the grandeur we behold."

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

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

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

It all started with the growth of major unions in the late-1800s. It was in this era that big cities and industrial centers saw working class strength grow like never before.

As more workers united in the fight for union representation and better working conditions, the focus shifted from business to labor.

As strength shifted in the working class, organizations like



Miners and their children celebrate Labor Day in Silverton, CO in September of 1940.

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

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

is now believed by many to be the guiding force in ensuring that the holiday for workers was established.

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

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

**Continued on page 11**



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

## Guaranteeing You a Place to Hunt and Fish

The USA is a program of the Theodore Roosevelt Conservation Partnership (TRCP), a coalition of conservation organizations and grassroots partners working together to preserve our hunting and fishing heritage.

### What is the TRCP doing in Washington?

Wetlands and clean water play a vital role in sustaining our hunting and fishing pursuits and health. The Environmental Protection Agency (EPA) estimates that 54 percent of the streams in Washington have no other streams flowing into them and 41 percent don't flow year-round. These smaller water bodies, which include wetlands, are at risk of losing Clean Water Act protections based on recent Supreme Court decisions. The EPA also says that 1,701,824 people in Washington receive some of their drinking water from areas containing these smaller streams. The TRCP is working to pass the Clean Water Restoration Act (S. 787) to restore protection for these areas.

Learn more about what the TRCP is doing for you at [www.TRCP.org](http://www.TRCP.org).

Theodore Roosevelt Conservation Partnership



## IAM District 751 Union Sportsmen's Alliance Membership Campaign

**Win a Brand New Remington Gun!**  
Join or Renew By September 18, 2009



*You are Union. You are Sportsman. You Belong.* Join or renew your membership in the Union Sportsmen's Alliance (USA), a union-dedicated hunting and fishing club, during the IAM District 751 USA membership campaign, and you'll be entered in a special drawing for a Union-made Remington gun. Three lucky winners from your Union will be drawn at the District 751 Council meeting on October 13, 2009. Join the USA and you could be one of them.

### Benefits of Your \$25 USA Membership:

- USA-logo BUCK knife
- Chance to win in the Gun-a-Month giveaway
- Exclusive discounts on outdoor gear and services
- 1-Year subscription to a top outdoor magazine
- Subscription to *The Union Sportsmen's Journal*
- \$25 gift certificate for Beretta field gear
- Chances to win exceptional prizes and trips
- MyTopo.com digital mapping service
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# RETIREMENT NEWS

## Forum Dispels Myths on Health Care

President Obama's proposed health care reforms won't include "death panels," won't extend benefits to illegal aliens, won't repeal Medicare, nor pay for abortions, and the version under consideration now wouldn't increase the federal budget deficit and wouldn't affect the taxes of 97.9 percent of the people living in Seattle.

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

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

Employers can't afford it. States can't afford it. Individuals can't afford it."

The forum was held to address misinformation being spread by critics of health care reform, many of whom have a vested interest in maintaining the status quo, said retired District 751 Administrative Assistant Ron McGaha, who moderated the session.

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

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

That's not preventing opponents of reform from smearing proponents, said Loud. "There's even the insanity of people say-

ing 'Government, get out of my Medicare,'" he said.

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

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

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

Most reform proposals would pay for the expanded coverage by a combination of cost savings to be achieved by making Medicare more efficient and by tightening tax loopholes now enjoyed by taxpayers in the highest tax brackets. (Surcharges would

start with individuals earning more than \$280,000 a year, and would be heaviest for those making more than \$1 million.)

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

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

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

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

**Continued on page 11**



Ron McGaha moderated the panel which included State Rep Eileen Cody and State Senator Karen Keiser.



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

## Retired Club Picnic

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



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

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

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



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



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

### Union Retirees:

Congratulations to the following members who retired from the Union:

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

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

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

• Alliance of Retired Americans South Chapter meets the 2nd Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). We share info about issues affecting seniors. Come see what goes on. For more info, contact Leroy Miller at 206-878-0601.

### RETIRED CLUB OFFICERS

President	Al Wydick	253-735-8004
Vice President	T.J. Seibert	206-329-0160
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	206-878-0601
Trustees:	Louise Burns	206-242-5878
	Cherie Menke	425-235-9361
	John Guevarra	206-762-3848
Union Office: (1-800-763-1301) or 206-763-1300		

# FREE WANT ADS FOR MEMBERS ONLY

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DOG & CAT GROOMING in Pacific/Algona area. Prices start at \$20. Please call 253-833-0842 for appointment.

21 DELUXE PET PORTERS (CARRIERS), made by Pet Mate. 16"W x 24"L, like new, rust color. \$25 ea. 253-852-6809

## AUTO PARTS & ACCESSORIES

CUB CADET INTERNATIONAL MANUAL of general contents (tan color) FESM 3598, 9 sections for tractor engine, fuel system, steering, electrical, etc. Good condition. \$25. 253-852-6809

DELUXE PICKUP CANOPY, light blue, fits all compact pickups. Excellent condition. Tinted windows, front slider. \$600 FIRM. 425-432-1339

CABLE CHAINS, 2 pairs, new. Fit 235/75R-15 and many other sizes. \$35 ea. 206-762-4732

22 FT CAR HAULER, in great condition. Bought 2 years ago and only used a few times. \$2,000 OBO. Photos available. 253-302-3177 or email [jgilbert77@mac.com](mailto:jgilbert77@mac.com)

## BOATS

12 FT OLYMPIC, 15 hp Johnson – less than 50 hrs. Trailer, downriggers, balls, anchor, no oars, gear boxes, swivel seats. Licensed until 2010. \$2,500 OBO. 360-387-3793 or 425-327-2067

1990 FREEDOM CUDDY CABIN, inboard – outboard. 305 engine runs great. \$3,500. Call 253-820-0891 between 6:30 am – 2:30 pm

17 FT SPARROW SAILBOAT, swing keel. Two sets of sails, cabin sleeps 2, includes Honda 5 hp motor, EZ loader trailer, and much more. \$3,795. 509-762-1282

1967 FIBERGLASS TOLLYCRAFT, 28 FT. Rebuilt twin engines, new batteries, new pumps, rebuilt carburetors, and new counters. Comes with a satellite system, 8 ft dingy, bedding and dishes. Moving soon. \$5,000. 425-337-9001 or email [lavenderblue1960@comcast.net](mailto:lavenderblue1960@comcast.net)

LOWER UNIT FOR 1978 EVINRUDE 85 HP. New water pump. \$275 OBO. 425-775-3527

## COTTAGE INDUSTRIES

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

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

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

BLACK ANGUS, organic grass fed beef, no hormones, will sell by the half or whole, \$1.75 per pound hanging weight plus processing. 360-568-8818 after 6 pm

JOIN THE EVERETT BOEING STRATOCRUISERS CAR CLUB [www.stratocruisersclub.com](http://www.stratocruisersclub.com) or phone 425-355-0127. We cruise on Friday nights at "Jack In The Box" in Lynnwood, 3 pm to dusk.

HORSEBACK RIDES at Crystal Mtn. 1 hr to all day – prices vary; \$5 off with Boeing Badge. Bring a camera! For more info, call Tyson at 509-895-9120 or Dave at 253-508-6136

## ATTENTION TO AD RULES

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

**Deadline For Next Issue  
Sept 14th**

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

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

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

ENJOY YOUR WINTER MONTHS at Mesa Dunes Mobile Park, Mesa, Arizona. \$1,300/mo turn key – 4 months minimum stay. Call 253-839-7715 or 480-323-9433

HELP US STOP HEART ATTACKS & STROKES! Proven, safe, effective natural solution to #1 killer in the world. [www.agereducer.com](http://www.agereducer.com). 253-653-4686

EARN EXTRA MONEY P/T. National nutritional company is looking for motivated people to promote their new weight loss product. Free info 1-800-649-4032 (24 hr message)

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

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COUNTRY BURGER – 7 Lakes area now open 7 days a week and offering daily specials and BBQ specials Friday, Saturday and Sunday. Fresh hand-made shakes, specialty burgers and an outdoor dining area. 3110 Lakewood Road, Arlington, WA. 360-652-8844

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CASA GRANDE, ARIZONA 2 BDRM home in Mission Royal Adult Community. On golf course, fully furnished, 2 bath, A/C. \$400/wk or \$1,150/mo + \$100 cleaning deposit. 425-337-6087

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20 LITTLE BOXES (WOOD), 9"W x 12"L x 3"H. Great little drawers. \$2 ea. 253-852-6809

80 GLASS JUICE BOTTLES, some collectible with new sealable covers, to make your own juice or wine. 66 qt bottles, 16 64-oz. All for \$50 or by dozen. 253-852-6809

WOOD FRUIT BOXES, 12" x 3" x 4" x 17". 7 for \$2. Collectible wood fruit boxes, size 19.5" x 7.5" x 12". 7 for \$3. 253-852-6809

10 ANTIQUE JOURNALS/MAGAZINES. 1974 – 1975, one 1977. \$5 ea. 253-852-6809

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YOUR HELP NEEDED! If you witnessed accident on July 3<sup>rd</sup> at 11:30 pm – white CR-V and black truck on Kent-Kangley and 116<sup>th</sup> SE, please call 360-886-0381

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2001 MONACO KNIGHT, 36 FT DIESEL MOTORHOME. New batteries, brakes, tires, queen bed and more. 37,000 miles, travel ready. Estate sacrifice! \$69,900 OBO. 425-271-3535

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BOWFLEX ETREME<sup>2</sup>, used a few times. Lat tower has two positions, squat frame has four positions; changes exercises quickly. Performs over 70 exercises. Paid \$1,600, selling for \$900. 253-376-2235

REMINGTON 870 WINGMASTER PUMP SHOTGUN, 12 gauge, 3" Magnum, mod choke, new near condition, includes 3 boxes of shells. \$275. 360-675-6946

BROWNING A-BOLT COMPOSITE STALKER 325WSM – 23" barrel, 6 lbs-5 ozs. This gun is factory new in the box. MSRP is \$879. Description: Receiver – steel, matte blued finish, glass bedded, drilled and tapped for scope mounts. Barrel – matte blue finish, free floating, hand chambered, target crown. Action – bolt-action, 60° bolt lift, non-rotating bolt sleeve, adjustable trigger, detachable box magazine, hinged floor plate, top-tang safety. Stock – composite, matte black, checkered. Features – sling swivel studs, and recoil pad installed. \$599.99 FIRM – no offers please! \$25 transfer fee. Call Don at 425-822-5189

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ESTATE SALE: "Jet" BD-920 Bench Lathe and some accessories, \$800; Compressor (commercial grade) GE Model SKCR 48SR40U PN 9036, 230 volts, HZ60, RPM 3450, hose and filters included, \$160. 425-252-9511

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1991 CHEVROLET STEPSIDE 350, black, 5-spd, 4x4, runs great. Must see to appreciate! \$3,500. Call 253-820-0891 between 6:30 am – 2:30 pm

1966 FORD FAIRLANE CONVERTIBLE, original/stock. 72,000 miles, 289 V8, auto, partially restored. Rust/dent work completed. 98% complete car. \$5,900 OBO. Call Bob at 253-770-2399 for details

2003 CHEVROLET CAVALIER, excellent condition. 47,000 miles, 25 mpg city/32 mpg hwy, air, PW, PB, CD, auto transmission, color-silver, graphite interior. \$5,500. 253-848-5708

2005 CHEVROLET TRAILBLAZER LS EXT. SPORT UTILITY. 4WD, automatic, 6 cyl. 4.2L engine, low miles, third row seating, A/C, PS, PW, PL, towing pkg, warranty included. \$14,785 offering financing. 253-376-2235

1997 TOYOTA TACOMA EXTRA CAB PICKUP. Beige color, 4 cyl., 2.4L engine, 2WD, auto overdrive, bedliner, 64,000 miles, good condition. \$6,200. 206-767-2468

1989 TOYOTA COROLLA, 126,000 miles, 5-spd., new tires, runs good. \$1,300. 425-432-9128

2006 ACURA TSX, 4 cyl. manual transmission. Black with black leather interior, 38,000 miles, all power, anti-lock brakes, sunroof, premium sound, tinted windows. Call 206-427-4757 for more info

## Darrah Remembered

Continued from page 2

Union Rep because he cared about the little guy," Blondin said. "He liked being part of the team, and part of the union. It was his second family."

His dedication to the members was evident to everyone at the Hall. Arriving as much as two hours early, Jimmy's car was always one of the first sitting in the parking lot. "He'd kick that door open at 6 o'clock and be saying 'Hi honey, I'm home,'" Wroblewski said. "It was just kind of his way of entering the room."

Though he was a constant presence at the Hall and in the shop, he was also a considerate and dedicated family man. First thing in the morning, anyone walking past his office would hear Jimmy talking to his 15-month old granddaughter, Sierra, on the phone. She held her Grandpa's heart in a way that everyone could see – and hear. Since she was very tiny, Jimmy would call her from work everyday to make sure she knew that Grandpa loved her.

Jimmy's value as a union activist, an advocate for our members, a friend, as a Grandfather, Father, and husband could never be measured in just one article. He was such a positive voice for everyone at District 751 that pages upon pages could be filled with quotes, notes of appreciation, and anecdotes about his impressive personality.

It is on that note that we say farewell to our friend and colleague Jimmy Darrah. He can never be replaced. He will always be in our hearts and memories as someone that touched us all in so many ways. He will always be our Jimmy.

A memorial service has been planned for 1:00 PM on Saturday, September 19 at the Seattle Union Hall. We would like to encourage everyone to come and participate in this day of remembrance. The family asks that any memorial donations be made to the Sierra Coleman College Fund, to benefit Jimmy's little Granddaughter, at any Bank of America Branch.

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

Local F has also dedicated its August 23 bowling tournament in Jimmy's honor. He had been entered into the tournament and was "a heck of a bowler," said District Secretary-Treasurer Susan Palmer.

## Aerospace Forum for a Stronger Future

Continued from page 3

the state's 2003 aerospace industry tax breaks to include companies building unmanned aerial vehicles; to make the tax break for aircraft maintenance, repair and overhaul businesses permanent; and to do more to notify companies that the tax breaks are available.

"The only reason our company even knows about it is because we've got a real sharp accounting firm," said Ben Hempstead, an engineering lead at tooling maker Electroimpact of Mukilteo. "We're an engineering firm. We're not out there pounding through government web sites to find these things."

Boeing's own lobbyist, Northwest Governmental Affairs Director Dave Schumacher, said the company doesn't plan to ask for any new tax cuts in 2010. Instead, it's still looking for cuts to the state's workers compensation and unemployment insurance programs – despite WA State Labor Council studies that show the state's programs are low-cost and well-run, especially compared to places like South Carolina and Texas, where the unemployment insurance funds are bankrupt.

By contrast, Washington's unemployment fund was able to both increase benefits and give a tax rebate back to employers this year, noted state Rep. Mary Helen

Roberts, D-Edmonds.

Brown called on officials to stop "hand wringing" and instead leverage Washington's aerospace advantages – comments that were echoed by Stan Sorscher, the legislative director at SPEEA.

Compared to the other states where Boeing is rumored to be considering placing a second 787 line, Washington has a huge competitive advantage, Sorscher said – skilled and experienced people.

"What will rescue this program, the 787?" he asked, rhetorically. "The Machinists will rescue this program."

The engineers and the drafters will rescue this program. The employees of the Boeing Co. will rescue this program and they started to rescue it right after the rollout.

"We have the strongest aerospace cluster in the country," he added. "We should boast of it, not complain about it."

Snohomish County Council member Brian Sullivan said he agreed with Brown's comments about letting the IAM and the Company work out their issues without political interference. "One thing we will not solve is the labor relations issue," he told his fellow elected officials. "We can't go ballistic publicly and demand the Machinists Union take a 20-year no-strike clause. Let the Machinists and the Boeing Co. work out their own differences."



751 Leg Director Larry Brown talks with State Rep Norma Smith and Dave Schumacher from Boeing.

## President's Column

Continued from page 2

Jimmy was a relentless worker and fierce advocate on your behalf, yet he had a great sense of humor and a way of putting people at ease. He was genuine and compassionate.

The Boeing Co. is a better place to work because of Jimmy Darrah, and our Union today is lessened now that he's gone. But as Mother Jones herself once said, our task is to "pray for the dead, and fight like hell for the living." That, I'm sure, is what Jimmy would want us to do.

Memorial Service for  
Jimmy Darrah  
Saturday, September 19 at 1 p.m.  
Seattle Union Hall  
9125 15th Pl. S., Seattle  
Everyone is welcome to attend



Seniors packed the Seattle Hall to get answers on health care reform.

## Retiree Health Care Forum

Continued from page 9

care to poor people through Medicaid.

There is a lot of room for wringing efficiencies out of the health care system, said state Senator Keiser.

For example, a huge number of senior citizens are sent home from the hospital with a confusing set of home-care instructions that they can't follow, she said. As a result, they don't get better and they end up back in the hospital. That increases Medicare costs, but doctors and hospitals have little incentive to change anything.

"Right now, the hospital gets paid twice," Keiser said. "If they have outcomes like that, they shouldn't be rewarded. That will save millions and millions of dollars."

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

"On this and any other point, you need to be heard from," Loud said. "Speak up. Don't stop speaking up. Don't stop fighting till we win this thing."

Labor needs to be actively involved in the discussion, he said.

"The Labor movement has been absolutely critical on health care," Loud said. "Without you we wouldn't be anywhere, and unless you jump in we might not go anywhere."

## Labor History: 127 Years of Labor Day

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federal recognition.

Now, 114 years after Congress named the first Monday in September an official Labor Day holiday, we reflect on the many years that the Machinists have played an integral part in the celebration of working men and women across the country. Today, Machinists members and their families carry the torch for the many that made

their recognition possible.

As we celebrate this Labor Day, we should remember the great sacrifices of the many men and women that made the labor movement as strong as it is today. They knew that united we are strong and recognition of the history of this great holiday will ensure that future generations know that, too.

# Engine Donation – A Sign of Cooperation

The Boeing Co. has donated a used engine from a 747 to Everett Community College's Aviation Maintenance Technician School, so that students there can train on the type of equipment they'll see after they graduate.

District 751 President Tom Wroblewski praised the donation, calling it "crucial to keeping Everett Community College among the first tier of job-training centers nationwide and keeping our state in the forefront of aerospace."

"Other states have set up classroom-based training," Wroblewski said during the ceremony in July when Boeing handed over the engine. "While classroom learning is good, experience has shown us time and again there's no substitute for hands-on learning with students working on the type of equipment they'll see in the factory, and being taught by people who have been there and know how an airplane factory is supposed to function."

Enrollment at the college is up, as more unemployed people seek to retool for new careers, said Everett Community College President David Beyer. "It's our job to make sure we're offering relevant training to get people back to work."

Having the engine will help with that, he said. "We need the support of busi-

nesses like Boeing to acquire the necessary tools and techniques to make the program relevant."

Washington already is "very proud to produce the greatest number and the highest quality of trained aerospace workers in the nation," said Gov. Christine Gregoire, who also attended the ceremony.

The "brightest minds and the most-skilled workers in the industry" are here, Gregoire said, and the program in Everett will help produce "a new generation of citizens who will make a living doing great work."

The Pratt & Whitney JT-9D engine – which weighs about 4 tons, and generated 53,000 tons of thrust in its working state – came off a 747 freighter. Records show it was first delivered in the 1970s, and was used by Seaboard World Airlines, Flying Tiger Airlines and finally Airfreight Express Ltd. before it was retired and donated to the college in Everett.

Boeing Commercial Airplanes Chief Executive Scott Carson called the engine a "beautiful monster," and said it's the company's hope that the college will use it to "prepare the next generation of people who will guide and shape this industry."

"It is a special time when we can



Boeing and the Machinists Union have a long history of working together on job-training issues, IAM District 751 President Tom Wroblewski said at the engine donation ceremony in Everett. The donation will ensure that Everett Community College remains a first tier, top-notch aerospace training facility.

reach out to our partners in the community and do something we think can be a winner for all of us," he said. "It's one we'd like to see repeated again and again as we go forward together."

Wroblewski agreed. The IAM and Boeing have a long history of working together to train workers, both through

apprenticeships and through the IAM/Boeing Joint Programs, he noted.

That must continue, he said. "For aerospace to be viable long-term in this state it's going to take the cooperation of government, business, labor and education, like we see today."

## Lockheed Flight Specialists Ratify First Contract

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

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

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

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

The workers had been federal government employees, working for the Federal Aviation Administration, until the work was privatized in 2005 by the Bush administration. In 2006, Lockheed Martin won the contract, and began a large-scale nationwide consolidation that closed roughly two-thirds of the local offices and eliminated much of the workforce.

"They've laid off hundreds of people, hundreds of specialists," said Joe Crockett, a District 751 Business Rep who was involved in the contract talks with Lockheed Martin, which took place in Dallas.

Job security was the No. 1 issue for the AFSS workers, said Mark O'Connell, who was elected by his Seattle colleagues to be their representative in the negotiations, and who will become their first steward.



Mark O'Connell and Business Rep Joe Crockett review a proposal during the AFSS negotiations. Both were part of the nationwide bargaining committee.

"We have seen our group eroded due to consolidation in the last few years," he said. "Just one year ago we had 40 people, now we are down to 10 people here in Seattle. We started with 2,000 people nationwide and now are down to 750. There is not less work to do – instead everyone is doing more."

The new contract secures these rights and also stops a Lockheed Martin plan to replace permanent employees with part-time workers, he said. It also lays out a way for workers facing layoff in one region to transfer to another where jobs may be available.

"Up until this contract, if you were in Seattle site, if you lost your job you had no avenue to move anywhere else," O'Connell said. "With this contract, in event of closure or layoff, members will have a recall list based on seniority. In addition, if there are openings at other locations, you can say 'I want it.' We never had that before."

The Machinists Union provided training for O'Connell and his fellow representatives before talks began in Dallas. O'Connell gave the training high marks.

"I am really pleased working with the Machinists Union both locally and nationally," he said. "There is a lot of support and the Union has provided a lot of education."

"I have been a member of other unions in the past, but basically always just as a dues-paying member," he continued. "Now I'm taking a leadership role. Everyone has been very positive."



751 Political Director Larry Brown tells reporters of the many advantages Washington state can offer Boeing.

## Union Asks to Change Tone

Continued from page 3

Zubovic criticized the Washington Legislature for slashing funding for higher education and vocational training during the last session; better aerospace workforce training is a priority for IAM leaders.

"We need to insist that our leaders help us grow this industry," he said. "Workforce training is more important than it's ever been. We need to protect the dollars that make sure we have the best-trained workers."

And unlike some in the industry, Zubovic defended the safety nets that Washington provides for its working people. "We should be proud of our workers' compensation system, and our unemployment insurance is the fairest in the country," he said. "We have to drive to make sure these programs are fair and efficient and work to the benefit of everybody."

The IAM's Brown passed out data showing that Washington's workers compensation system – often criticized by the pro-business lobby in Olympia – actually has the fifth-lowest cost to employers of any workers' comp program in the nation, while still providing some of the top benefits (see page 7). This is in large part, he said, because Washington is the only state where workers pay a portion of the premiums.

He also shared a Washington State Labor Council report that showed Washington to be more business-friendly than states like South Carolina and Texas, according to nine different studies by independent groups.

"It should be evident to everyone here that untrue rhetoric about Washington being unfriendly to business undermines our efforts and distracts from the real action that we should be taking to build on our success," Brown said. "Do we need to continue to work hard to make it better? Absolutely."

"The Puget Sound region is recognized as an international hub for aerospace," Zubovic said, echoing Brown. "The entire world looks to us for leadership. The question is, what about tomorrow? We're going to have to work hard to preserve our leadership in this industry."

Matthew Colburn votes on the first AFSS contract at the Seattle voting location. About 750 members nationwide approved a first IAM contract.

