

DISTRICT 751

# AERO MECHANIC

PUBLISHED BY THE WORLD'S FINEST WORKERS



VOL. 65 NO. 8

SEPTEMBER 2010

## 75 Years of Building a Better Community

District 751 will celebrate its 75<sup>th</sup> anniversary on Sept. 23.

That was the date back in 1935 when the International Association of Machinists granted the first lodge charter to what was then Aeronautical Mechanics Local 751, representing some 1,000 hourly production workers at Boeing in Seattle.

Much has changed in the decades since: jets have replaced turboprops, carbon fibers are replacing aluminum and hand-drawn paper blueprints have been shelved in favor of 3D computer imagery. Union membership has fluctuated from as high as 48,000 during the 1980s to as few as 200 in the immediate aftermath of World War II, when Boeing ruthlessly laid-off tens of thousands of workers with only a few hours notice – 26,000 of them in one day.

But many of the battles fought by the first 751 Machinists are the same today: better wages and working conditions and rules to ensure that workers are treated fairly by management.

And if you read the union's history closely, you'll also learn that Machinists have been committed from the beginning to the twin goals of making the Boeing Co. a success, and making the



For 75 years, our members skills have kept Boeing a leader in aerospace by delivering quality airplanes. Above left: In the Renton plant, Phyllis Carter works in 2005. Photo right: Glenn Bristol rivets a cockpit in 1959.

lives of working men and women in Washington state better.

In District 751's official history, historian John McCann described how during the 1937 talks, which led to the second contract between Boeing and the Machinists, Boeing board Chairman Clair Egvedt asked for a one-on-one closed-door meet-

ing with union leader Sandy Sandvigen.

Boeing, he revealed, was barely surviving payroll-to-payroll while investing heavily to build Plant 2 and create the tooling it needed to ramp up B-17 production. The company had to go to its banks every two weeks to borrow enough cash to cover pay day, and the banks had put

Egvedt on notice that if he raised pay for union members, they would call their loans due – forcing Boeing into bankruptcy.

Sandvigen then agreed to only bargain for non-monetary contract provisions: thus winning the first steward agreements and seniority systems, and creating the first grievance procedures – winning important rights for members while saving Boeing from its creditors.

Over the years, as the company grew and more lawyers got involved, contract talks became more complicated, and the union and top Boeing managers were never again as close as they were in the beginning.

But even as recently as 15 years ago, it was possible for Boeing managers and union representatives to sit down together in a room to hammer out agreements to benefit both the company and the workers, said District 751 President Tom Wroblewski.

"Historically, we had our share of disagreements with management, but we were always one Boeing Co." he said.

"It's really only been since the merger with McDonnell Douglas (in 1997) that

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## Educational Benefits Deliver Upgrade

751-member Ken Chen has ambition, determination and a willingness to learn that has helped him move up in the ranks at Boeing. In just 21 months since hiring in as a factory service attendant Grade A, he has been promoted to a Grade 6 inspector in the 777 wing majors and he hasn't slowed down in his quest for knowledge.

Ken appreciates and takes advantage of the tremendous training benefits available to members at Boeing under the IAM contract. While other Boeing payrolls have seen their educational benefits reduced or limited to job-related training with prior approval, 751 members still have virtually unlimited education benefits.

To help him navigate the educational options, Ken regularly meets with Joint Programs Career Advisor Lindsay Ruf for help in locating the proper classes, identifying jobs of interest within Boeing and qualifying for the apprenticeship program. Career Advisors are available to help with career planning and assessment, challenge tests, computer classes, special learning needs, tutoring and the Employee Requested Transfer (ERT) system. If you have an educational interest or want to transfer to another job within Boeing, Career Advisors should be your first stop.



Ken Chen is one member who has taken advantage of the education benefits in our contract and moved from Grade A to Grade 6 in 21 months. Above meeting with Career Advisor Lindsay Ruf to explore options.

Even after securing a successful transfer that moved him up six labor grades, Ken continues taking additional training, pursuing new goals and turning lights green for additional job options. He thinks other members should utilize the benefits available through our union contract.

"You have to believe in yourself and set goals. It all comes from you. Continue to take classes, use the Employee Requested Transfer system, and plot your own course," advised Ken. "When you turn your lights green for one job, apply and keep studying for higher levels. Don't wait for just one position. If I had accepted an MPRF position (the first transfer he qualified for), I would have been locked into a Grade 3 job for a year and missed the chance for the Grade 6 inspector position. When I received the offer for the Grade 6 position, I had also turned lights green for several Grade 7 and 8 jobs – giving me more opportunities for promotion."

He also cautioned that members should research positions to know what they want – and just as important – know the jobs they don't want.

When he originally applied for the apprenticeship

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## Parking Lot Safety – It's Up to All of Us

In parking lots it seems people have their minds on everything but driving and safety – which makes them one of the most dangerous areas in the workplace. With thousands of Boeing employees trying to get in and out of the factory at the same time, it is even more precarious. Keep in mind that pedestrians are even more at risk than drivers.

Recently, there have been a string of accidents in Boeing parking lots – several of them with near tragic results. As a result, it is imperative for all workers to make a conscious effort to improve parking lot safety – whether you are a driver or a pedestrian.

In his 33 years at Boeing, 751 member Ken Hartman never considered the hazards of a parking lot. But then one evening at lunch time on second shift when he was returning from his car, he looked for oncoming traffic before stepping into the crosswalk outside the 17-10 building in Auburn. He noticed a slow-moving vehicle in the distance and assumed he had plenty of time to cross. However, Ken's primary focus was on the building door and what he needed to do upon returning to work.

Just seconds later, he was hit while in the crosswalk. Lucky for Ken, his lunch bucket cushioned the blow from the vehicle – splitting the side of the Igloo cooler



The lunch bucket cushioned the blow when a member was hit in a crosswalk at the Auburn plant.

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## REPORT FROM THE PRESIDENT

# 75 Years of Making Puget Sound Better

by Tom Wroblewski,  
District President



This union will celebrate a big milestone this month. On Sept. 23, it will be the 75<sup>th</sup> anniversary of the day back in 1935 when the Aeronautical Mechanics of Puget Sound got their first local lodge charter from the International Association of Machinists, and formed what we now know as District Lodge 751.

It was a pretty lean operation in those days. If you read our official union history, a book called "Blood in the Water," you'll learn that the first local lodge operated out of the home of one of the officers. He had a second-hand filing cabinet and a used typewriter, and the local secretary-treasurer kept all the cash in an old tin lockbox. All their records were kept on notebook paper – or the back of envelopes. There were just over 1,000 members, which is a tiny fraction of the District's membership today.

If those first aeromechanics could see us today, I've no doubt they'd be pleased, proud and impressed with all we've accomplished.

I think they'd be astonished by what you achieve every day on the shop floor,

building aircraft that are far more complex than anything that had even been dreamed of back in 1935, using tools and materials – like composites and titanium – that were impossible to use in their day, or hadn't even been invented.

They'd see how we deliver a plane a day in Renton, 737s that are bigger, faster and fly farther than anything they had 75 years ago. Their jaws would drop if they walked into Everett, and saw the huge 747s that we build there, and the 777s and 767s that carry hundreds of passengers across wide oceans. They'd be very proud to see and hear how you've been solving all the problems with the 787, making it possible for the 21<sup>st</sup> century's great new jet to fly. And they'd see that we produce more planes with fewer workers than we did even 20 years ago.

They'd be impressed, too, with the work done by our brothers and sisters in Eastern Washington, maintaining vehicles and heavy equipment, casting aluminum and fabricating the parts Boeing needs to make jets fly, using technology and skills honed by generations of Machinists.

Even more so, I believe they'd be proud of what we as a union have been

able to accomplish for our members at the bargaining table – and yes, sometimes on the picket line.

Those first aeromechanics didn't have a lot of the basic benefits that we take for granted today. For decades at Boeing there was no health care insurance. To solve that, our union led the drive to form the health-care cooperative that we now know as Group Health, to provide care that our members could afford.

They'd be pleased that we fought for – and won – retirement benefits for our members, and that we're still willing to fight for a guaranteed pension, instead of trusting our retirement nest eggs to 401(k)s subject to the ups and downs of Wall Street bankers.

They'd be proud of how we raised the bar on pay for aerospace Machinists; one of the big issues for the union in the 1960s, in fact, was building affordable housing around Seattle so that our members – who in those days earned below-average pay – could have places to live. That resulted in District 751 building several apartment complexes that each house hundreds of people around King County – apartments that we still own, providing shelter for low-income, working-class families.

I think they'd be pleased with our

political involvement. Through our Machinists Non-Partisan League, we raise money to help candidates who support the causes of working people – and to fight ballot measures like Initiative 1082, which would be little more than a second bailout of AIG and other insurance companies who want to gut our Washington workers compensation system. But those first Machinists knew – like we know today – that our real strength lies in the willingness of our members to get involved in the process of electing people who share our beliefs in justice for working people.

I also believe those first aeromechanics would be moved by the community service work our members do. Remember, they were stuck in the middle of the

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## Unanimous to Ratify New BAE Contract

District 751 members working for BAE Systems in Everett have unanimously ratified a new three-year agreement with the aerospace supplier.

"Our members do a great job for BAE and this contract recognizes that," said Tom Wroblewski, the District 751 president. "There's a lot of work to be done over the next three years, and we're committed to making BAE successful here in Puget Sound."

Under the terms of the new contract, the union members will receive wage

increases of 3 percent in the first year, 3 percent in the second year and 2.5 percent in the third year.

The contract also preserves cost-of-living increases for the workers, increases the amount each year that BAE will pay into the Machinists Union's pension fund to cover the workers' retirements, and improves the language covering 401(k) contributions.

Health care benefits will remain at current levels for the duration of the new contract.

The contract covers a small number of District 751 members who work for BAE testing and installing the precision electronic equipment the company supplies for Boeing's commercial air-



BAE Steward Chuck Hurry votes to accept the new contract, which was ratified unanimously.

planes. The business was part of Boeing until 2004, when Boeing sold it to BAE.

BAE Systems is a British defense, security and aerospace company headquartered in Farnborough, England, that has global interests, particularly in North America through its subsidiary BAE Systems Inc., which is based in Arlington, Virginia.



BAE negotiations (L to R left side of table): Fred Correnti, Daphne Rivera, Teresa Williams and Brandon Weaver worked with Union negotiators (L to R on right side of table) Richard Jackson, Jim Bearden, and Ron Bradley to craft a new three-year contract, which BAE employees unanimously ratified.



IAM members at DynCorp fill out surveys for a new contract.

## Surveying the Situation at DynCorp

District 751 members working for DynCorp International at Joint Base Lewis McChord are preparing for their upcoming negotiations. Members completed preliminary surveys in August to outline issues. Their current agreement expires in December.

L-3 has been awarded the new contract for the work these members at DynCorp perform – maintaining the C-12 aircraft. The Union is preparing to either renegotiate with the current employer or L-3. No matter which contractor gets the bid, the IAM will represent the workers. Union negotiators are hoping to secure a master agreement that covers all 56 sites across the nation, rather than negotiating every site individually.

## Members at Boeing Receive 3 Percent GWI – COLA Generates Zero

Members at Boeing on the active payroll (or approved leave of absence for 90 days or less) on September 2, will receive a 3 percent General Wage Increase effective September 3, 2010. Employees at the maximum Grade A rate will receive their 3 percent as a lump sum percentage of bargaining unit gross earnings as stated in Letter of Understanding #23.

Calculations for the September 3 cost-of-living adjustment (COLA) resulted in zero. Because the calculated quarterly adjustment amount is below the Bureau of Labor Statistics (BLS) Index, the quarterly COLA amount for members at Boeing will be \$0.0 (zero).

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

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**D. Joe Crockett**  
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**Emerson Hamilton**  
**Charles G. Craft**

**Steve Warren** (Eastern WA)  
**Stan Johnson**

Union Business Representatives

#### Union Offices:

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

Toll-free to Seattle from:  
Nationwide 1-800-763-1301

Tacoma 253-627-0822

Hotline: 1-800-763-1310

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



### 751 AERO MECHANIC

**Connie Kelliher, Editor**  
**Bryan Corliss, Editor**

Member of The Newspaper Guild,  
CWA #37082

District 751 AERO MECHANIC (ISSN 0894-7864, USPS 008-660) is published Monthly except Bi-monthly in December/January by Aerospace Industrial District Lodge 751, 9125 15th Pl. S., Seattle WA 98108. \$3.50 of the annual dues goes toward a one-year subscription to the Aero Mechanic. \$4 per year for non-members by District Lodge 751, International Association of Machinists and Aerospace Workers, AFL-CIO, 9125 15th Pl. S., Seattle, WA 98108. Periodicals postage paid at Seattle, WA. POSTMASTER: Send address changes to District 751 Aero Mechanic, 9125 15th Pl. S., Seattle, WA 98108

# Celebration and Preservation of Social Security at Rally

U.S. Senator Patty Murray joined with hundreds of local seniors and concerned citizens on August 16 at the Greenwood Senior Center in Seattle to celebrate the 75<sup>th</sup> anniversary of Social Security being signed into law. Seniors stood up to tell their stories about how important the program is to them, and the group celebrated with cake and singing of Happy Birthday.

The celebration also served as a rally to help ensure this essential program will be around another 75 years. The Alli-

ance for Retired Americans held similar events across the country.

Those attending heard powerful personal stories about the role Social Security plays in the lives of seniors and widows and for children who have lost their parents.

Senator Murray talked to the group about the importance of Social Security to Washington state seniors and her commitment to protect it from cuts and privatization. She was joined by Congressman Jim McDermott who has also



Seniors and concerned citizens came out to celebrate Social Security's 75th birthday and support Senator Murray's efforts to preserve this essential program.



Senator Patty Murray (above and Congressman Jim McDermott (left) have both been tenacious in fighting off attempts to privatize Social Security.

At the 75th anniversary celebration both pledged to continue the fight and ensure this critical program is around for at least 75 more years.



been a leader in the fight to preserve this critical program and has pledged to battle any attempts to privatize or strip benefits.

"Social Security changed America for the better back in 1935 – and it is just as important today. Without Social Security, nearly half of Americans age 65 and older would live in poverty right now," Murray stated. "Most people today assume that if they work hard, obey the law, and pay their taxes, Social Security will be there to back them up when the time comes to retire. But unfortunately, we can't take it for granted. Because there are special interest groups and politicians who are trying to gut this critical program."

Murray told how just a few years ago she stood up and fought a Republican Party that wanted to privatize Social Security.

"They wanted to take the Security out of Social Security – and they wanted to privatize it and turn it over to the free market – to companies like Goldman Sachs and Lehman Brothers – and without any guarantees that millions of seniors won't fall into poverty if the market fell," Murray added. "So I stood up and fought this terrible plan. I was so glad to have people like all of you standing by my side. And we have seen over the past year a perfect demonstration of just how dangerous it would have been to hand Social Security over to Wall Street!"

She ended by declaring, "As long as I

am your United States Senator, I am not going to allow that to happen! Because when I look at a program like Social Security, I don't see a program – I see a promise. It's a promise from one generation to the next. It's a promise from our government to our seniors. And it's a promise that reflects our values."

In contrast to Senator Murray's strong outspoken advocacy for preserving Social Security without benefit cuts, her opponent, Republican Dino Rossi, has evaded the question of whether he would support his party's agenda to privatize Social Security or cut its benefits. The closest he has come to commenting on the issue is through his spokeswoman, who said that "all (entitlement) spending...should be thoroughly scrutinized and evaluated."

Senate Republican Minority Leader John Boehner, has made clear what his party's intentions are regarding Social Security – increasing the Social Security retirement age to 70, tying cost-of-living increases to the Consumer Price Index rather than wage inflation and limiting payments.

Social Security attackers claim they're concerned about the program's financial future. But their math doesn't add up, and their hostility isn't really about dollars and cents. It's about ideology and posturing.

For those wanting to preserve Social Security, one of the best ways is to keep Senator Murray as our voice in the nation's capital.

## Chance to Divert Your Boeing Lump Sum Bonus to Your VIP Begins October 1

IAM members at Boeing who want to divert their annual \$1,500 Lump Sum Bonus to their Voluntary Investment Plan (VIP) must take action between October 1 and October 29.

To be eligible to receive the bonus and to divert it to your VIP, you must be represented by IAM Districts 751, 24 or 70 and be actively employed, on a leave of absence of 90 days or less, or on approved military leave on September 3, 2010.

If you want to divert your bonus to your VIP account, you must make your election through Boeing TotalAccess. Keep in mind you must divert your entire

bonus. No partial diversion is allowed. See step-by-step instructions for the web in the box below. Phone instructions are in the box at right.

If you choose not to divert your bonus, no action is required. It will be automatically paid on the regularly scheduled November 18, 2010 hourly payday.

### Diverting your Lump Sum Bonus to your VIP

The window for electing to divert your bonus to your VIP begins at 6 a.m. U.S. Pacific time on October 1 and **must be done no later than 1 p.m. U.S. Pacific time on October 29, 2010.** You can make

your election online or, if you need help, over the telephone.

Whether you make your diversion 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 regu-

larly scheduled November 18 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 choose to divert your lump sum bonus to your VIP account and transfer to nonunion status or to a union that is not eligible for the Lump Sum Bonus, after September 4, 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, your Lump Sum Bonus will be diverted to your VIP account on November 26 and you can see it in your VIP account the following day.

Following are a few frequently asked questions (more will be online at [www.iam751.org](http://www.iam751.org) and in the next *Aero Mechanic*.)

**Q.** Will the company match my Lump Sum Bonus, if I contribute it to my VIP account?

**A.** No, the diversion of your bonus to your VIP is not eligible to receive company matching 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 option is to divert your entire bonus. When you go online to

### Diverting Your Lump Sum to VIP By phone through Total Access Call 1-866-473-2016

Reps are available weekdays from 8 a.m. to 8 p.m. Central time, except stock market holidays

- ❖ Enter your BEMS ID (or SSN)
- ❖ Say "I want to talk to the Savings Department"
- ❖ Enter your TotalAccess password
- ❖ Once connected, press "0" to get a customer service rep and then request to divert your entire bonus to your VIP account (no partial diversion is allowed)

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

### Diverting Your Lump Sum to VIP Online through Total Access

- ❖ **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
- ❖ In the center column, click Retirement Savings Plans
- ❖ Then click Boeing Savings Plans Online
- ❖ Click 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)



elect to divert your bonus, your option will be to enter either 0% or 100%.

**Q.** Do I need to make a new election to divert my 2010 lump sum bonus to my VIP if I diverted my bonus to the VIP last year?

**A.** Yes, the election you made before was only for the 2009 bonus. A separate election must be made to divert your lump-sum bonus to the VIP in 2010.

**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 1 p.m. (Pacific time) October 29, it will be accepted. However, once the enrollment period ends, you will not have the ability to change your election.

# The Machinists' Trail of Community Service

751 members continue to build a better community by participating in the Union's Machinists Volunteer Program's (MVP) activities. In the past month, our helping hands were evident as volunteers built a wheelchair ramp in Burien, prepared and served meals at missions in both Everett and Tacoma, cleaned up streets in Renton and put together backpacks with school supplies for needy children in Snohomish County.

## EVERETT



Test driving the new ramp in Burien.



Cutting the frame.



Above: Volunteers assemble the ramp. Photo left: Robley Evans.



Rich McCabe and his son, Ryan, hard at work.



Volunteers assemble the frame.



Despite extremely hot summer weather, George Braun and Rob Curran clean up our Adopt-A-Road stretch in Renton.



George Braun (l) and Rob Curran pose by the 751 Adopt-a-Road sign after cleaning up the area.

## RENTON



Volunteering in the mission kitchen L to R: George Braun, Rob Curran, Chris Louie, Vennie Murphy, Tom Lindberg, and J.D. Anderson.



Vennie Murphy and Ken Ruether regularly volunteer to serve meals on weekends at the Tacoma Rescue Mission.



L to R: Ken Ruether, Tom Lindberg and Clark Fromong help at the Tacoma Rescue Mission.

## BURIEN

## TACOMA

# Spokane Members Step Up for Security

When Senator Patty Murray recently held a rally in Spokane, she knew who to contact for assistance – the Machinists Union. Six members from Local 86 stepped

up and volunteered to serve as her security detail – Lance Hoopes, John Kofol, Dale Ronquille, Bob Six, Gary Swartz and John Warren.



Above: Senator Murray speaking at a recent rally in Spokane.

Senator Murray has always supported us - fighting for workers, for jobs, on health care, for seniors and to stop corporate greed. This was a chance to give her support as she fights for re-election this fall.

Our challenge will be to mobilize our members and ensure the thousands of workers vote. If you would like to volunteer to help with the get-out-the-vote effort, call 1-800-763-1301, ext. 3305.

Photo left: Local 86 Machinists Union members who served as security for the rally. L to R: Dale Ronquille, Senator Murray, John Kofol, Bob Six, Lance Hoopes, John Warren and Gary Swartz.



# District 751 Launches Machinists on YouTube

District 751 has launched a new YouTube channel with videos that show Machinists making a difference in their communities.

The new site — [www.youtube.com/iambuildingcommunity](http://www.youtube.com/iambuildingcommunity) — features videos of members of the Machinists Volunteer Program working on their community service projects, and videos from District 751's fundraising efforts on behalf of Guide Dogs of America. It also includes videos of Union members performing other types of volunteer work in their communities.



[www.youtube.com/iambuildingcommunity](http://www.youtube.com/iambuildingcommunity)

It's one of several new social media projects for the District, which also has a Facebook page ([www.facebook.com/iam751](http://www.facebook.com/iam751)), a Twitter account ([www.twitter.com/iam751](http://www.twitter.com/iam751)) and a blog (<http://iam751.wordpress.com>).

facebook

[www.facebook.com/iam751](http://www.facebook.com/iam751)

twitter

[www.twitter.com/iam751](http://www.twitter.com/iam751)

“Our goal with all of these is to keep members informed with news about their Union and their employers,” District 751 President Tom Wroblewski said. “We also want to let others know about all the things we do as Machinists, both to make the companies we work for successful and to improve the quality of life in the places where we live.”

# IAM-BOEING JOINT PROGRAMS



Member Ken Hartman describes to Business Rep Heather Barstow how he was struck while in the crosswalk at the Auburn plant returning from his lunch break.

## Parking Lot Safety – It's Up to All of Us

Continued from page 1

and shattering a piece off the handle. The impact sent him flying 15 to 20 feet. Ken was transported to the emergency room and treated for broken ribs, a swollen hand and eye, as well as various scrapes and bruises.

Ken is lucky his injuries were not more severe or life threatening.

"While I regularly use caution in a parking lot, I really didn't give it much conscious thought. I'd even heard of other accidents in the Boeing parking lots, but didn't think it could happen to me," Ken said. "I'm still not sure why the driver didn't see me in the crosswalk, but I thought it was the last day of my life."

"Many Boeing employees walk around like zombies because of the long hours and overtime. They are literally numb when they are leaving work," Ken added. "That means we all need to pay more attention."

For whatever reason, people seem to suspend good judgment in parking lots. Perhaps it is because they have arrived at their destination, are preparing for work and are not driving on an official road. Or maybe they are finishing up a cell phone call, looking for the best traffic route or making a list of errands to run on their way home.

Basically, parking lot safety requires participation from everyone – drivers and pedestrians. Below are some tips we should all incorporate into our daily routine:

- When entering the plant gate, turn off the radio, get

off your cell phone and stay focused on the task at hand – driving.

- Be aware of what is going on around you – that includes the walk to the factory once you are out of your vehicle.

- Watch for pedestrians, since people routinely step out from behind cars and into the traffic lane.

- Use designated crosswalks and take the most brightly lit path to and from your car.

- Be visible. If you are in the parking lot when it is dark, have something reflective (clothing or an item). This is especially important in rainy weather.

- Watch for drivers backing out of blind spots, and look behind you and in both directions before backing out. Small cars parked between larger vehicles often have to back blindly out of their spaces, so be alert and give them a break. If you are walking past a car in this situation, pause for a moment and guide the driver out of the tight spot if you are able.

- Use turn signals so others know your intentions.

- Turn on your car lights for safety.

- Obey all Stop, One Way, and Yield signs, as well as posted speed limits. These serve the same purpose in parking lots as on city streets.

If we all take it seriously, hopefully we can avoid any future incidents, and we will all be safer.

## Educational Benefits Deliver Upgrade

Continued from page 1

program, a miscommunication mistakenly kept him from qualifying. Rather than getting discouraged, he continued to take the required classes and challenge tests, reapplied and this year was accepted into the apprenticeship applicant pool for the Grade 9 machinists program.

Ken's diligence in education is a testament to his steadfast work ethic and desire to always do more.

He is a good team player who regularly volunteers for overtime on weekends and weekdays to fill in for co-workers who are on vacation and to keep production on schedule. He serves as safety focal for his shop – to make it safer for everyone. He has even found time to tutor another member who was having trouble with math.

Ken said he hopes others will take advantage of the incredible training benefits available to 751 members at Boeing and emphasized that the benefits are not just confined to work-

related topics. Ken's training has not been limited to his career path. He has also been taking home improvement classes at Renton Technical College to learn to install floor tiles. He even took a class on massage therapy.

This attitude of life-long learning sets a good example for his two young children and for other members who want to transfer to a different position within Boeing.

To make an appointment with a Career Advisor and start utilizing these benefits, call 1-800-235-3453 or visit [www.iam-boeing.com](http://www.iam-boeing.com).

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

Boeing's Learning, Training and Development group has scheduled labs and courses to help members get through the Employee Requested Transfer (ERT) system. To help employees locate required classes, the Aero Mechanic is listing some of the most sought-after classes coming up in the next month.

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

- Composite Hand Lay-up, Sept. 11, Renton
- Drilling for Quality Basic, Sept. 25, Everett
- Drilling for Quality Advanced, Sept. 11, Renton
- Using Digital Multimeters, Sept. 18, Renton
- Introduction to Airplane Plumbing - Sept. 18, Renton
- Handheld Power Tools for Assembly Mechanics, Sept. 18, Everett
- Wire Bundle Basics, Aug. 21, Renton

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

Lab locations, days and hours are:

### Auburn:

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

### Everett:

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

### Renton:

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

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# Celebrating 75 Years of Building a Better Community for All



Continued on page 1

Boeing executives have started going to war against their own employees," he continued. "And since Phil Condit and Harry Stonecipher moved Boeing headquarters to Chicago, the leadership there has developed this 'us-against-them' gang mentality that has really hurt the company."

## Better pay

Fairness in pay has long been an issue in the relationship between Boeing and the Machinists Union.

During the height of World War II, for example, the Machinists had to fight both the company and the federal government to get fair pay for aerospace workers.

During the war, government agencies froze worker pay at Boeing at 62.5 cents an hour for entry-level workers. Adjusted for inflation, that's equivalent to about \$8.36 an hour in today's dollars, and it was just as hard to live on that kind of wage then as it is today.

"My wife and I lived in a one-room apartment on Pike Street," a Boeing worker of the time told historian McCann decades later. "When I say one room ... it wasn't a one-bedroom apartment. It was a one-room apartment with a small, tiny kitchen like a clothes closet."

The Machinists of that day didn't spend much time at home however. Much like today, most were working long hours trying to meet tough production deadlines. Ten-hour days and 60-hour weeks were the norm, McCann wrote. (They'd continue to be an issue until the strike of 1989, which set limits on overtime.)

But rather than profit from the locked-in low wages, Boeing suffered, as thousands quit each month to work at Puget Sound shipyards, where starting pay was 95 cents an hour. Turnover was as high as 130 percent during the war years - meaning that most people who hired into the company stayed less than a year, which hurt Boeing's productivity.

All unions had agreed not to strike

until the war was over, so District 751 lobbied the federal agency that set wage and hour laws to get more-equal pay for aerospace workers. The union also tried to rally politicians and the public for support - at one point, close to 20,000 Machinists marched through downtown Seattle to City Hall to protest their pay.

It took nearly two years, but in 1943, the Regional War Labor Board agreed to increase aerospace worker pay to 82.5 cents an hour (about \$11.03 an hour today) and to provide an average of \$78 per worker in back pay (equal to about \$983 today).

Better pay was a constant struggle for Machinists in the years after World War II, and in the 1960s, District 751 launched a major project to build affordable housing around Puget Sound, largely to help union members who couldn't afford to buy homes with hire-in pay of \$2.52 an hour.

In 1967, District 751 built and financed a 27-acre public housing complex near Kent. Today, District 751 still owns five similar apartment complexes and is committed to providing affordable housing to the area's lower-income working people, Wroblewski said.

## Better benefits

Benefits have been a sticking point in contract talks between Boeing and District 751 in recent years. Boeing's proposed cuts to health benefits and retirement were among the core issues during the strikes of 2005 and 2008.

This battle too dates back for decades - one of the big issues in the 19-day strike of 1965 was Boeing's rejection of a proposal to expand medical coverage to workers' families, and the 44-day strike in 1977 resulted in improved pension benefits and in the first vision coverage.

The first District 751 contracts with Boeing didn't include health insurance or retirement - in fact, they didn't even

include holiday pay until 1950.

In 1945, the Machinists Union played a major role in the formation of Group Health Cooperative. The union did that because members couldn't afford to see a doctor otherwise.

District 751 continued fighting for better benefits, and in 1951, the first health care, disability and life insurance policies were introduced into the contract. The union marked its 20th anniversary in 1955 by winning the first Boeing pension benefits - although, Wroblewski says, that first pension wasn't nearly as strong as later versions.

"Your first three years of service didn't count, and no time before age of 30," he said. But the value of those guaranteed pensions has never been higher than today, Wroblewski added.

"Over the last decade or so, most companies have tried to eliminate pensions and replace them with 401(k)s," he said. "We've all seen how 401(k)s can become 201(k)s in today's stock market. I'm personally grateful for a pension for my generation of Boeing workers, and I'm personally committed to making sure the next generation has the same opportunity to retire with dignity."

"If Boeing CEO Jim McInerney deserves a pension plan, so do our Machinists," Wroblewski added.

## Working together

District 751 has also proved its ability to work cooperatively with Boeing, with the greatest example being IAM/Boeing Joint Programs, which were established in 1989.

Prior to that, there was no unified system for promoting safety and training among Machinists at Boeing. The Quality Through Training Program and the Health &

Safety Institute changed all that, Wroblewski said, and in the process, they generated benefits for both the Boeing Co. and individual union members.

"Cutting down on workplace injuries helps Boeing," he said. "Fewer injuries means Boeing pays less injury compensation, and it also keeps experienced workers on the shop floor."

"And the benefits of a better-trained workforce are obvious," Wroblewski continued. "The more skills our members have, the more things they can do for Boeing."

**Community Service**  
District 751 has focused on improving the lives of its thousands of members, who made up a huge cross-section of what was then a much smaller Puget Sound population.

However, as far back as the 1940s, District 751 members were taking an active role with groups like the Salvation Army, and in 1972, the District formally be-

## Growing Outside Boeing

One of the greatest changes for District 751 in the past 75 years has been its evolution from a narrowly focused union comprised solely of Boeing Co. workers in the Seattle area, to a wider, more-diverse trade union with members across Washington and California.

The process started in 1988, when the Eastern Washington locals - 86 in Spokane, 1123 in Watachee and 1951 in Pasco - joined District 751.

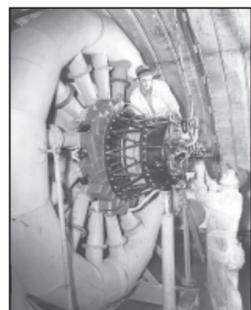
And it has accelerated since 2004, when District 751 began actively organizing Boeing suppliers and other aerospace-related employers around the Northwest.

Today, District 751 represents workers at 42 different employers across Washington and California, including places like Cummins Boat in Tacoma, Allied Waste in Klickitat County, City Hall workers in Woodinville and office staff at Sunrise Dental offices around Puget Sound.

These additions have brought new people, new talents and new perspectives to District 751 - much to the union's benefit, said 751 President Tom Wroblewski.

"Diversity is a good thing, and having the Machinists at places like Alcoa, Pexco and Monarch Machine as part of our District makes us stronger," he said. "The lessons we learn working with management at one place - like Triumph Composites in Spokane - we can apply in our relationships with management at other places."

"Much of our history as a District is tied up with Boeing," Wroblewski added. "But much of our future will be written by members who don't work there, and that's a truly exciting thing."



Members at work in 1947.



Today members in Renton turn out 31 airplanes a month.



Members continue to fabricate crucial parts in Auburn.



Working on the Renton Flight line.



Members in the wire shop.

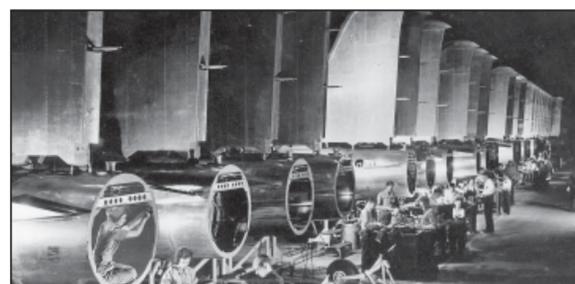


Photo right: Member Iwao Furuta works on electronic equipment in 1959.



Photo left and below: B-17s lined up in the factory. During World War II 751 members put out 15 B-17 planes a day.

War photos above and below courtesy of Boeing Historical Archives



District 751 organized workers at MEG Products in 1961. These workers are shown fabricating custom aircraft and missile electric cables.



Solidarity has been a theme throughout our history. Photo left: Contract march in 2005.

Below: Thousands on the streets of Seattle in 1943 to protest their pay.



Photos courtesy of Museum of History & Industry, Seattle

role in making Boeing what it is today - a global economic powerhouse and one of only two surviving manufacturers in the large commercial jetliner market, said Wroblewski.

"We've taken our skills from the first birch-and-canvas airplanes, and applied them first to aluminum turbo-props, and then to aluminum jets, and now, in the 21st century, we're building planes that can fly over oceans out of carbon fibers," he said. "We're taking generations of knowledge and experience and applying them in new ways to meet new challenges."

At the same time, District 751 has done much to create a middle-class lifestyle for tens of thousands of families around Puget Sound, by fighting for family wages, affordable benefits and secure retirements. "Our members' paychecks are the foundation for many of our cities and towns," Wroblewski said.

Looking back, "those early-day Aeronautical Mechanics had no way of knowing what they started when they organized this union," the union president said. "We've come a long way in the past 75 years, and I think we should be very proud of all we've achieved."

"In the same way," Wroblewski continued, "there's no way of knowing where the next 75 years will take us. Who knows what kind of technology District 751 members will use in 2085, and what amazing things they'll create with it?"

"What we do know," he continued, "is that the keys to success 75 years from now will be



Members continue to help with Salvation Army community projects.



Helping with community clean-up projects.

the same as they were back in 1935: People who join together for the benefit of all can achieve more through collective action than any one person can alone. That's true in any human endeavor, but it's especially true in the workplace.

"If we stick to that principal of solidarity, and stick to our core values of justice on the job, and service to the community, District 751's next 75 years will be even greater than the first 75," Wroblewski said.



Volunteers build playgrounds for area kids



Members sort food at the Northwest Harvest Warehouse and help with area food drives throughout the year.

We will continue to strive for a better community and future for our children.

## Celebrating Our Role in the 75th Anniversary of the B-17

Some of the proudest moments in District 751's history took place at Boeing's Plant 2 in Seattle, where "Rosie the Riveter" and her Machinists Union brothers built nearly 7,000 B-17 bombers for the U.S. Army Air Force.

A District 751 delegation came out to celebrate that proud heritage at a Boeing-sponsored celebration on July 28, which marked the 75th anniversary of the first flight of the first B-17 prototype.

"It was really inspiring to listen to the people who built and who flew those airplanes and to think about all they accomplished," said District 751 Secretary/Treasurer Susan Palmer, who led the Union's delegation to the event.

Boeing plans to demolish Plant 2 later this year. Even when it's gone, Plant 2 will remain part of Seattle folklore, if for no other reason than the fake neighborhood that was built on its roof out of plywood, burlap and chicken wire. Hollywood movie set designers tried to disguise the factory, in hopes of fooling any Japanese pilots who may have attacked it. The ruse is still remembered.

Plant 2 is also one of the places where women first made their mark in aerospace manufacturing, working as riveters and other assembly workers in support of the U.S. effort in World War II. The District 751 delegation included two of these pioneering "Rosies" - Chris Holm and Margaret Ceis - who both worked



At the 75th anniversary celebration of the B-17, L to R: Tom Lux, Ron McGaha, retirees Terry Holm, Margaret Ceis and Chris Holm, and Sec.-Treasurer Susan Palmer.

at Boeing during the war. While the Plant 2 celebration was about the past, there are lessons we should apply to the future, Palmer said.

"A lot of really important things took place in 1935: the formation of our Union, the production of the first B-17s at Plant 2 and nationally, the creation of Social Security," she said. "Even though America was in the middle of the Great Depression, people kept moving forward, innovating and looking to the future. That's something we can learn from."



## Milestones in District 751 History

- 1935 - Local Lodge 751 chartered
- 1939 - First publication of *Aero Mechanic*
- 1943 - 20,000 District 751 members march in Seattle to protest the inequality of the War Labor Board wage freeze
- 1944 - Five-thousandth B-17 Flying Fortress completed
- 1945 - IAM 751 plays significant part in the founding of Group Health Cooperative
- 1948 - 140 day strike over seniority and closed shop issues
- 1949 - District wins representation election against Teamsters
- 1950 - IAM 751 gains paid holidays at the Boeing Company
- 1951 - Health, disability & life insurance introduced in contract
- 1955 - IAM 751 gains pension plan at the Boeing Company
- 1963 - IAM 751 gains COLA at the Boeing Company
- 1965 - 19 day strike brings strengthened seniority, improved grievance procedure, and gains in dependent medical coverage
- 1967 - IAM 751 sponsors and finances 27-acre public housing complex near Kent
- 1968 - IAM 751 gains Dental plan at Boeing
- 1977 - First coordination of contract between 751 and SPEEA
- 1977 - 44 day strike results in pension improvements, Retiree Medical and vision coverage
- 1986 - District Lodge 751 wins the full union shop
- 1988 - Eastern Washington Locals 86, 1123 and 1951 join District 751
- 1989 - 48 day strike wins improved overtime language
- 1989 - IAM/Boeing Joint Programs (QTTP & HSI) established
- 1994 - IAM 751 secures Trade Act benefits to assist laid-off
- 1995 - 69 day strike won pension improvements, job security language, and income continuance benefits at lay off
- 1998 - Machinist Volunteer Program (MVP) established
- 2004 - IAM 751 begins organizing aerospace subcontractors in Washington to preserve family-wage jobs
- 2005 - 28 day strike to preserve medical and retiree medical benefits and improvements in seniority rights
- 2007 - IAM 751 plays important role in founding the Aerospace Joint Apprenticeship Committee
- 2008 - 57 day strike successfully preserved health care costs, retiree medical and strengthened job rights/job security
- 2010 - Secured job security for every member covered by Triumph contract for life of the agreement.

# GUIDE DOGS OF AMERICA FUNDRAISER

## HORSESHOE TOURNAMENT PITCHES IN FOR GUIDE DOGS

More than 50 Machinists Union members and their families and friends teamed up to raise more than \$2,500 at the Local 751-E Shoes for Puppies Horseshoe Tournament. All proceeds from the annual event will go to Guide Dogs of America.

"We had some new people and many old friends in attendance," said Ira Carterman, Local 751-E president. "Not everyone played, but I think everyone had a good time."

Among the newcomers were the winners a pair calling themselves the "North End Boys," who didn't leave their actual names on the registration forms. Second place went to the team of Rick Smith and Bill Rosling.

District President Tom Wroblewski and his son, Leon, took third place, with fourth place going to the team of Charlie Topper and Brian Schnell. Kevin Wil-

son and Dan Meddaugh won the consolation bracket final.

"The players were very good this year – we had more ringers than ankle injuries," Carterman quipped.

Local 751-E also held a raffle at the tournament, with the grand prize – a 40-inch flat-screen television – going to Rebecca Pohl, a Local 751-C Steward from Auburn. Other top prizes went to Jason Ellefsen and Paul Hartt.

The band "Hot Front Burner" pitched in to keep the party going into the night.

Carterman thanked the volunteers who helped out with the event, including Leighanne McQuarrie, Jess Carterman, Al Myers, Franke Becker, John Cowen, Ray Crisp and Dan Meddaugh.

He also thanked the pit sponsors: S&S Tires, Hollywood Hills Tanning and Kiai Martial Arts Studio—all of Puyallup; IAM-



Dan Meddaugh takes aim.

Boeing Joint Programs' Central Site; District 751 officers and staffers Rob Curran, Ron and Colleen Bradley, Tom Lux, Grace Holland, Tom Wroblewski, Susan Palmer, Heather Barstow, David Henry and Connie Kelliher; and Stacy Breunig, a Joint Programs administrator with IAM District 24 in Portland.

### The Winners



The "North End Boys" took home the first place trophies.



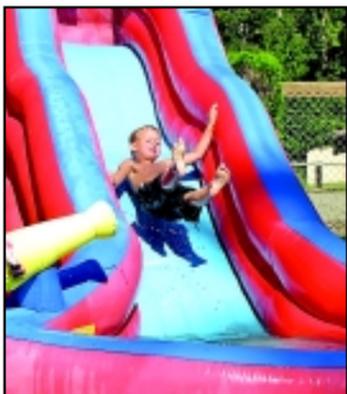
Rick Smith and Bill Rosling captured second place.



Leon Wroblewski and Tom Wroblewski teamed up for third place.



Al Myers tosses a shoe.



Kids had a great time with the bouncing house and water slide.



Dan Meddaugh (l) and Jay Carterman (r) presented Local C member Rebecca Pohl and her husband Jon with the flat screen TV.

## Car Show Shines for Guide Dogs

The combination of hot cars, warm sun, a new location and a rockin' band helped drive Local 751-A's annual car show to a new level, organizers said.

Organizers of the Sixth Annual Bill Baker Steel & Wheels Supershow had set a goal of raising \$15,000 at this year's show, and the final dollar count will be close to that, said Kim Dove, a Local 751-A officer who was chairman of the event.

For the first time, this year's show was held at the Everett Hall on Airport Road, and the increased visibility definitely helped attendance, Dove said. More than 500 people stopped by on Aug. 14 to look at more than 60 cars and motorcycles on display, including Everett Mayor Ray Stephanson, who presented a "Mayor's

Choice" trophy to Bob Champion, for his 1965 Ford Mustang Fastback. Champion's Mustang also won the People's Choice Award for cars at the show. Curt Gleave's 2005 Bigdog Pitbull was the People's Choice Award-winner among motorcycles.

The event set records for the number of registered vehicles and for the amount of money raised. All the proceeds from the car show are going to Guide Dogs of America.

Dove credited the Everett CarToys store and the Moon Daddy Band for providing crucial support for the event, and thanked all the union volunteers who contributed, in particular his wife, Becky Dove.



Curt Gleave (below r) own the People's Choice bike award for his 2005 Bigdog Pitbull (photo left).



The People's Choice & Mayor's Awards were presented to Bob Champion (r) from Local A President Jason Redrup for his 1965 Ford Mustang Fastback (above).



One of the older cars entered in this year's show.



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Moon Daddy Band provided music for the event on the Car Toys Stage. Get more info on them at Moondaddyband.com.



# RETIREMENT NEWS

## Fun in the Sun at Annual Picnic

The Annual Retirement Club Picnic on August 16 provided a pleasant day in the sun, good food, lively music and a special raffle. In conjunction with the Union's anniversary celebration, 75th anniversary items were given out in a free raffle, as well as a number of gifts donated by officers, Business Reps and staff.



After the music stopped, District President Tom Wroblewski thanked retirees for the tremendous contribution they made to our 75-year history, as Retirement Club President T.J. Seibert listens.



Photo right: Bill and Trudi Sanford enjoy a moment in the sun.



Photo left: Secretary-Treasurer Susan Palmer handed out the free raffle tickets to those attending.



Above: L to R: Dave Wilkinson, Kay Ishii and Ruth Render attended the picnic.



Retirees brought a side dish or dessert to share and the Union provided chicken and soft drinks.



Retirees enjoyed the music and visited before the picnic lunch was served at noon.

## Social Security Fund MUST Remain Untouched

by Carl Schwartz,  
Retired Club Legislative Chair

Social Security was established in 1937 during the Roosevelt administration as a *DEDICATED FUND*, financed by a 7 percent tax on employees and a matching 7 percent on employers. This dedicated tax was to be used solely to fund the Social Security system – which it has, and which it will be able to do well into the future. In fact, this dedicated tax brings in more than is being paid to beneficiaries at present, and the surplus is put into government bonds. In large part, because of this secure and reliable income resource for our retired senior citizens, they are living longer and better lives. This is not a failure of the system!

It is estimated that the present dedicated tax will fully support the system for some 40 years into the future. If the ratio of workers to retirees does at some period beyond this time require adjustment, the dedicated tax might have to be raised an additional 1 to 2 percent or we could simply eliminate the cap so the wealthiest actually contribute 7 percent of their earnings like all other workers.

The United States is at present facing a serious budget deficit, wholly caused by the unfunded expense of our wars in Iraq and Afghanistan. If in 2004 the Bush administration in making the case for these wars, had been straight forward, it would have included in making the case, the fiscal cost. At \$50 billion (their figure) for the first year, divided by 100 million (approximate for easy figuring) family units in the United States it comes out to \$41.66 per month, per average family that first year. Given that a majority of Congress and it must be said, probably a majority of Americans at that time, accepted the Bush Administration's case for the

wars, this amount would have been doable. Americans who fly the flag, as we all do, are ready to "put their money where their mouth is" when the security of our nation is really at risk. This cost would not have been a left wing or right wing, conservative or liberal tax, rather a mathematically honest, responsible shouldering of civic duty.

In 1941, after the attack on the United States, President Roosevelt stated that it would be wrong for corporations to make excess profits while our soldiers were sent to fight, possibly to give their lives, and an excess profits tax was enacted. As the cost of that war went up, taxes were raised to as much as 90 percent in the very highest brackets to pay that cost. It was never even considered to tap into the Social Security dedicated tax.



U.S. Senator Patty Murray with Retiree Carl Schwartz. Murray has been a leader in the fight to preserve Social Security.

However, the Bush Administration chose to put the war cost on a national credit card, for 2004, 2005, 2006, 2007, 2008, 2009 and on. Today, to meet the accumulated unpaid cost of the wars, plus interest, would be in excess of \$350 per month per family (admittedly an estimate, which may well be on the low side). This makes a good case for reassessing the actual reasons for the wars, and for considering bringing them to an end. The costs will in any case have to be paid.

The dedicated Social Security tax is fiscally sound and continues to meet the purposes for which it was enacted. To take funds from it to meet the financial deficit caused by unfunded wars would be wrong, breaking a 75 year now, national pledge between generations. Using the same lack of fiscal integrity which caused the deficit – which is still in wide evidence in our political system, the social security funds would soon be used, the unfunded war costs would remain, with the only change being that our Social Security system would no longer exist.

## August Retirement Club Minutes

by Ruth Render,  
Retired Club Secretary

The meeting was called to order by President T.J. Seibert. The "Lord's Prayer" was said followed by the flag salute. Members sang "God Bless America."

**President's Report:** President T.J. Seibert welcomed everyone to the meeting and reminded the Club of the picnic on August 16 at Woodland Park. He thanked the District for its support of the picnic and the Club.

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

**Financial Report:** The report was read by Treasurer Betty Ness. **M/S/P** to accept the report as read.

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

**Communications Report:** There were no communications.

**Health & Benefits:** Health and Benefits Representative Garth Luark stressed the importance of letting Total Access know if you move.

**Business Representatives Report:** Brett Coty gave the report for August 2010.

**Health & Welfare:** Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: M. Dorothy Gilbert, Katherine Hooser, Robert R. Hudson, Michael S. Johnson, Honesto Lopez, William Nolan, Roger Oliver, Hollis Pederson, Duane Porter, and Richard Whiting. Sympathy cards were sent to next of kin.

**Legislative Report:** Carl Schwartz recommended that four people be sent to the Washington State Alliance for Retired Americans meeting at a cost of \$25 each for a total of \$100. **M/S/P** This will take place at the Union Hall on September 29 from 9:30 a.m. to 3:30 p.m. Anyone who would like to attend may contact President T.J. Seibert.

Carl also asked that everyone consider a math test. If you and your spouse make less than \$400,000, note your state property tax and multiply that by 20 percent. That is what a no vote on Initiative 1098 will cost you.

**Birthdays & Anniversaries:** There were no August birthdays. John and Robin Guevarra celebrated their 47<sup>th</sup> anniversary.

**Good and Welfare:**

Ruth Render thanked Helen for all that she does the Retired Club and arranging the casino trips.

John Guevarra spoke about getting new members to attend the meetings. He also stressed the importance of knowing the Club bylaws. Anyone who would like a copy of the bylaws can get those from Leroy Miller.

A motion was made to adjourn. **M/S/P**

### RETIRED CLUB OFFICERS

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

### Union Retirees:

Congratulations to the following members who retired from the Union:

Michael C Bostwick	Maurice A Joy
Eugene O Butler	Richard L Kittleman
Susan L Campbell	Robert S Kosel
Carlos E Camus	Stephen W Marcus
Terrance M Coale	Christopher E Marshall
Michael R Coller	Teresa A McKean
Fern J Cronin	Thomas E Mrzena Jr
Kevin L Daniels	Terry L Neill
Frank A David	Linda K Rackleff
Phillip T Doran	Larry E Reinhardt
Donald E Edwards	Larry L Remter
Gary L Ellenberger	Robert A Russeff
Erlinda M Entila	Kenneth L Smith
Gerald R Fall	Richard J Smith
Dennis H Flood	Wayne E Stocks
Louis M Forbush	Carole D Vandel
Susan E Goetsch	Leonard A Walczak
Harlie L Hanke	

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## BOATS

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### AD RULES

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

**Deadline For Next Issue  
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IF YOUR INSURANCE RATES ARE HIGH, call me for a reasonable quote. I work with several companies and also offer AARP Auto Insurance. 360-658-1800

FUSSY HOUSE KEEPER, use green cleaning products, working in the Maple Valley, Covington, Black Diamond areas, email at: [beefussy@aol.com](mailto:beefussy@aol.com), or ask for Barb. 425-413-5354

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MAYTAG NEPTUNE GAS DRYER, front load, hardly used, pictures available by e-mail, \$250. 253-670-1499

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WOODEN COFFEE TABLE, oak, 54x24, 16" high, tandem feet, \$50. 253-962-6988

OVERSTUFFED CHAIRS & COUCHES, green-brick red, excellent condition, \$300 ea couch, \$200 ea chair OBO. 253-862-8191

FREE-CALIFORNIA KING platform bed with storage, 37" tall headboard, dark wood, missing right half six-drawer unit, great project for carpenter, 253-845-0897 leave message

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TEAKWOOD CORNER CABINET, brown or off white, glass doors, 2 buffet tables, book case, beautiful, heavy, each for \$750, have other teakwood furniture also. 425-418-0448

ROLLER WALKER with seat, new one, \$50. Walker helper, \$10. 206-372-4810

COLEMAN LANTERN, \$15. High beam spotlight, \$10. Man's bike, \$10. 206-372-4810

CAR TOP CARRIER (road rider), \$20. Bicycle carrier, attach to hitch, \$40. 206-372-4810

TOOLBOX with rollaway bottom box, three drawers, \$20. Car ramps, \$5 obo. Wheelbarrow, less than \$10. 206-878-0601

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4 WHITE TOILET FIXTURES saved for flower planters - one still usable, 2 with tank also, \$5 each. 253-852-6809

10 METAL PIECES OF HORSE WAGON HARDWARE, for attaching to horse harness, collectibles, \$50 OBO. 253-852-6809

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EUREKA STYLE 7&G disposable dust bags for upright, 16 for \$12. 253-852-6809

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LAKE ROOSEVELT RICE AREA, log home, 2 story, 1 3/4 bath, 2 bed, walkout basement, 24x36 garage, tile floors/roof, deck, covered porch, 5.3 acre, 3 bay carport, \$230,000. 509-935-4427

MARYSVILLE TOWNHOME 3 bdrm, 2.5 bath. \$139,950. Has pool, remodeled kitchen. Close to Quil-Ceda, 20 minutes to Boeing Everett. See MLS #82153 at Windermere.com

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

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

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KONA HAWAII OCEANFRONT CONDO, enjoy spectacular views, 2BD/2BA condo w/ private lanai, pool Jacuzzi, see [www.banyantreecondo.com](http://www.banyantreecondo.com) for more info. \$1025-\$1175/wk, Boeing discount pays for taxes. 206-938-9214

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SIDE-BY-SIDE PLOTS, Greenwood Memorial Cemetery, next to Jimi Hendrix Memorial, \$4000 each. 206-772-1053

- |                    |                                     |  |                                |
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BEAUTIFUL LAKE CHELAN view lot in lakefront community, all utilities in place, paved street within Chelan city limits, community tennis courts, call 360-668-9695

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2-COLEMAN ADJUSTABLE tube frame camping backpacks, never used, \$40 ea cash. 360-825-0763

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1952 JOHN DEERE "B" TRACTOR, runs good, good tires, live hydraulics, \$2000. 206-242-6905

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**VEHICLES**

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1994 DODGE, good tires, green and white, great shape, a steal at \$2000 cash. 253-927-5188

96 MUSTANG GT convertible, dark green, automatic/4.6L/black leather, lot of new parts, \$4500. 206-802-4339

1972 GRAN TORINO SPORT 351C, C6, rearend, all less than 500 miles, new brakes, new paint, must see, make me an offer, asking \$7000. 425-422-7542

1978 REGAL LTD, 2<sup>nd</sup> owner of car, 144K miles, tru-spoke wheels, white with red interior, \$3000. 206-725-8359

1985 TOYOTA 4x4 straight front axle, '86 engine, runs great. kati-rich@hotmail.com

1982 CORVETTE CROSSFIRE, nice car, lot of new parts, too much to list, for info call 425-760-6354

**FOUND**

I SOLD REMINGTON 740, semi-auto 308 in the spring. If you bought it from me, I found an original extra clip. Call 253-848-3990

# Casting a Line for M.N.P.L.

Nearly 60 Machinists Union members went to sea this summer for Local 751-C's annual fishing derby to benefit the Machinists Non-Partisan League.

Sean Jackson was the winner of the derby, netting two salmon that weighed more than 22 pounds each. But the big

catch of the day was the \$3,500 that members raised for MNPL.

The Local C fishing derby is an annual event, but this year, it was renamed as the Jimmy Darrah Memorial Fishing Derby in honor of the late Brother Darrah, a former Local C president and District 751 Grievance Coordinator who died in 2009. Darrah was one of the driving forces behind the derby.

Participants reported less-than-ideal conditions for derby, which was held July 25 out of Westport. The sky was cloudy, the sea was rough, and a full moon allowed fish to actively feed the night before. However, many members caught fish, and several caught their two-fish limit.

Jackson's two salmon earned him both first and second prize in the derby, with



Despite less-than-ideal conditions on the day of the fishing derby, Machinists packed the decks to drop their lines.

The event raised \$3,500 for Machinists Non-Partisan Political League.



Sean Jackson (l) had the two biggest fish at 22 pounds 8 ounces and 22 pounds 7 ounces. Wayne McIlwain's catch weighed 22 pounds 6 ounces.

one weighing 22 pounds 8 ounces and the other 22 pounds 7 ounces. Wayne McIlwain was third with a 22 pound 6 ounce fish. Paul Burton also topped the 20-pound market with a king weighing 20 pounds 2 ounces.

Jackson had help with his fish. The rough water had him under the weather and he was napping in the bow both times fish hit his line. So Brian Howells, a Local C member who works in tooling in Everett, set the hook then handed the rod to Jackson both times.

That earned him praise from Don Fike, a Local C officer who helped organize this year's derby. Fike said Howells was "probably the only one on the boat who would pass the rod back to Sean,

considering the size of these fish."

The 59 participants in this year's derby included a contingent of officers from the International: GVP Rich Michalski, Western Region GVP Gary Alan and AA Bobby Martinez, GLR Kevin Cummings and Aerospace Coordinator Mark Blondin. Barb Strole from the Local 86 office in Spokane was the only woman on the trip. "She out-fished most of the men," Fike said.

Fike and BR Mark Johnson headed up this year's derby. They thanked all those who contributed their time or materials to the event, including David Henry, Ron Coen, Paul Burton, Keith Elliot, Chuck Craft, Cliff Goetsch, Chris Louie and Jason Redrup.

## MasterCard Raffle Winners

In August, Local F held the MasterCard Raffle (for \$1,250, \$500 and \$250) to raise money for Guide Dogs of America. Photo right: (Steward Princie Stewart (L) and Secretary-Treasurer Susan Palmer (R) delivered the \$1,250 gift card to William Rhotehamel.



Steward Ron Kiel (l) and Business Rep Jon Holden (r) presented a \$500 card to Jeff Ellis.



Business Rep Don Morris (r) presented Michael Fluker with the \$250 gift card.

## Puppy Putt Delivers Green



Organizers of the Puppy Putt proudly delivered a check for \$7,360 at the Aug. 25 Council meeting. L to R: Rachel Sarzynski, Brent Snachez, Susan Palmer, Terri Myette, Jason Redrup, Daphne Becker and Jim Kakuschke.

## 75 Years Making Puget Sound Better

Continued from page 2

Great Depression, and many of them had come to Boeing after losing their homes, farms or small businesses. They'd see the way this union helps out today, with our food drives, the wheelchair ramps built by our MVPs and all that we do for Guide Dogs of America, and I know they would heartily approve.

All in all, we've come a very long way since that first local lodge meeting in the fall of 1935, and we have a great deal to be proud of. We also have a great lesson to teach – if only Jim McNerney and his gang in Chicago would listen.

Before the Machinists Union organized the workers at Boeing, aeronautical mechanics worked in the kind of nightmare environment that today's Harvard MBAs dream of. Each morning, workers would crowd around the factory gates, hoping to be invited in. A foreman would come down, and would pick out the handful he wanted. Jobs would go to the manager's friends, or to those who were willing to work for the least amount of money, or those able to pay bribes – much like today, when the executives in Chicago send work to those places where friendly governments give them tax breaks or cash payments, or where desperate workers will accept any wage at all.

So this system of desperate competition, favoritism and bribes kept Boeing's costs down, but over time, management found that the lowest bidders (or biggest bribers) weren't always the best workers. What they really needed to succeed

was a dedicated, trained and experienced – and unionized – workforce right here in Puget Sound.

"The economic realities of the aircraft manufacturing business demanded a regularization of the workforce," historian Jon McCann wrote in "Blood in the Water." "In order to successfully bid and then meet production schedules for aircraft, the company had to have regular access to a pool of skilled laborers."

This lesson from history couldn't be more relevant. But sadly it doesn't seem like the gang in Chicago has learned from our shared history. They all went to college to study corporate finance, and the lessons of history – or the actual techniques of airplane manufacturing – just don't seem to interest them.

Given that, the Boeing Co. and its shareholders are lucky to have workers like you, and an organization like District 751, who hold on to the hard-won lessons of the past, and who can see ways to apply those lessons to the future. Just like Rosie the Riveter and her brothers in Plant 2 learned how to apply the techniques of B-17 production to the first 707 jets, so our veterans of the 777 and 737 Next Generation programs are applying their knowledge to the 787.

In the process, they're ensuring that Boeing – and District 751 – will be successful for at least another 75 years.

I thank you for all you've done to make our first 75 years successful, and for all you will do to improve conditions for those who will follow us in the next 75 years.

# EASTERN WASHINGTON

## Hanford Machinists Come in From the Cold (and Heat)

by **Todd A. Nelson,**  
Senior Communications and  
Public Affairs Specialist  
Washington Closure Hanford

For the five machinists working at Hanford's Environmental Restoration Disposal Facility (ERDF) performing maintenance on waste containers, working outside in the extreme temperatures is the worst.

In southeastern Washington, the winter-time temperatures routinely dip into the teens, and the summer-time temperatures regularly exceed 100 degrees. Add blowing dust to the mix and you can see why the machinists are ready to move into an enclosed, 11,550 square-foot maintenance facility. For most of the last 14 years, they've been working in the open. However, in 2006, they did get a three-sided 1,280 square-foot shop.

Where the current shop has covered space to work on only one container at a time, the new facility will have room to work on 12 containers at once.

The Container Maintenance Facility is one of three new facilities being constructed at ERDF. The new buildings are part of a \$100 million upgrade and expansion of ERDF made possible by the American Recovery and Reinvestment Act.

ERDF is an engineered disposal facility. It is where most of Hanford's cleanup wastes are disposed. Having the facility located within the boundaries of the 586-square-mile Hanford Site is one of the reasons disposal costs are as low as they are – around \$12.25 per ton including transportation – compared to about \$50 per ton, not including transportation, for a municipal landfill.

The Machinists' job is to maintain the 850, 20-ton-capacity, roll-on/roll-off containers used to transport contaminated materials from Hanford's waste cleanup sites to ERDF for disposal.

The waste disposal crew disposes about 400 containers of waste per day, with peaks expected to reach 650 in late summer, early fall. Maintaining the containers involves doing routine preventive maintenance, repairing or replacing seals, replacing beryllium seals and making structural welds.

Although ERDF does not accept liquid of any kind for disposal, the incoming waste is soil, dampened primarily from water for dust control. So the containers must be water-tight. That means one of the big jobs for the Machinists is repairing and replacing the seals. That's where the weather becomes the biggest challenge.

"In the winter, the glue takes twice as



Machinists Union members (l to r) Rick Alvey, Louie Mejia, Chuck Saberhagen, Josh Wright and Chris Siegfried maintain more than 850 25-ton-capacity waste containers at Hanford's Environmental Restoration Disposal Facility.

long to dry. In the summer, it dries out too fast or sets up too fast," said Chris Siegfried, a Washington Closure Hanford employee and Local 1951 council alternate. "Both conditions lead to an inadequate seal and slow production."

ERDF Operations Manager Jeff Armatrout said, "We're fortunate to have such skilled craftsmen on our team, and Recovery Act funds will allow us to provide a more proper work environment for them. There's no doubt our staff will be able to work more safely and be

more productive if they're out of the extreme weather conditions we can get here in Eastern Washington."

Washington Closure manages the \$2.4 billion River Corridor Closure Project at the U.S. Department of Energy's Hanford Site. In addition to managing and expanding ERDF, Washington Closure is responsible for demolishing 486 contaminated buildings and cleaning up 370 waste sites.

ERDF was built in 1996 to receive Hanford cleanup wastes. It was designed to be expanded as needed and is undergoing its fourth and largest expansion. Once the expansion is completed it will have a total capacity of more than 16 million tons. Nearly 10 million tons of contaminated material has been disposed there already.



This year, nearly 1.5 million tons of waste from the cleanup of the Hanford Site in southeastern Washington state will be disposed at the Environmental Restoration Disposal Facility. The facility is designed to be expanded as needed. When the current expansion is completed (the area with the white liner), the expanded facility will cover an area equal to 52 football fields.



Local 1951 member Josh Wright stencils new ID numbers on a waste container.

## Sweet Deliveries Thanks to the Skills of Member Dean Wohl

If you've ever enjoyed a Hostess snack cake purchased in Eastern Washington, chances are Machinist Union member Dean Wohl helped get it to the store. This talented automotive machinist is the lone mechanic who maintains the delivery trucks for Interstate Brands on the east side of the state.

Interstate is one of the companies that deliver Hostess cake products east of the Cascades. This means Dean has a lot of ground to cover.

For more than 16 years, Dean has diligently used his skills to keep the delivery trucks in top condition. He has adapted to many changes, taken on more assignments and watched the company emerge from bankruptcy much leaner.

"In better economic times when they were also delivering bread products, the company had two mechanics in Spokane, as well as employees in Ellensburg, Wenatchee and Omak," Dean recalled. "The products are now limited to Hostess cakes so there are fewer trucks and less mechanics covering the same geographic territory."

As a result, Dean has sole responsibility for keeping several dozen delivery trucks running and



Machinists Dean Wohl maintains trucks for Interstate Brands that deliver Hostess Cakes throughout Eastern Washington.

maintained.

He uses a simple philosophy that has made him successful: "I treat the fleet as if it were my own equipment. I stay caught up on preventive maintenance. I fix the most urgent needs first and determine if something else can wait another day. Knowing resources are limited, I spend as little as possible," stated Dean.

While his shop is located in Yakima, trucks are also based in Moses Lake and Spokane, so often he finds himself packing up his tools and heading out on the road.

Extreme weather conditions in Eastern Washington make it important to ensure the trucks do not break down so the integrity and quality of Hostess products are maintained. We all know chocolate and perishables don't fare well in 100+ degrees or in freezing temperatures.

"I'm not really on call 24/7, but if there's a problem, it's taken care of," Dean added, which is a testament to his dedication.

So the next time you bite into a delicious Hostess Twinkie, remember that Dean may have played a hand in ensuring it arrived a quality product.