

Contract talks set to start in Sumner

Issues surveys are first step for AIM Aerospace workers

District 751 officers and staff are meeting with workers at AIM Aerospace in Sumner as they prepare to open negotiations on a first union contract for the new union members.

The first round of talks will start in September.

"We've been spending a lot of time with the AIM workers, getting to know them, the work they do and the issues they've had with their employer," said Brett Coty, the Auburn Business Rep who will lead the talks on the union side.

The workers at AIM voted by a 3-to-2 margin on July 26 to join District 751.

The vote covered more than 250 hourly workers at the AIM plant in Sumner who build components for commercial airplanes built by Boeing and Airbus.

AIM is a tier-one supplier to both Boeing and Airbus, providing composite interior components including lavatories, closets and stow bins; aircraft structures including fairings and wing



Workers from AIM Aerospace in Sumner filled out surveys in August as they prepared to enter negotiations for their first Machinists Union contract.

Whidbey Machinists approve agreement

91 percent vote yes on initial contract with DRG

District 751 members who work as simulator technicians maintaining P-3 Orion simulators at Whidbey Island Naval Air Station voted by 91 percent on Aug. 23 to approve their first collective bargaining agreement.

The employees who work for Delaware Resources Group – or DRG – had unanimously voted for IAM representation on May 4 after trying unsuccessfully for several years on their own to improve their pay and working conditions.

The overwhelming acceptance shows that members recognized the first contract set a good foundation they can build on for years to come.

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Member uses union benefits, gives back on ECF Board

Motivated and passionate are two words to describe 751-member Heather Shute. With just a little over one year at Boeing and as a Machinists Union Member, she is already educating others on the benefits of collective strength – through both the Union and the Employees Community Fund.

Almost immediately after hiring into the Company, Heather took advantage of the IAM/Boeing Joint Programs Education Assistance benefits to pay for completing her A&P license. She understood the value of having this education benefit and utilized the resource to reach her goal.

As a modification mechanic on the P-8A, she gets to work with her hands and utilize her mechanic skills – something she has always treasured. Her dad was in the Air Force while she was growing up and some of her favorite memories are building experimental aircraft in the garage with her dad.

"I am grateful for the opportunities I've had here. I had a great first year, and I am excited to build a career at Boeing. With education assistance from the Union, I've already reached one of my goals of obtaining an A&P license," Heather said.

Despite a grueling schedule with

school and work, Heather also found time for another passion – helping others. The Employees Community Fund provided the avenue after a co-worker, who had been a training director for ECF, encouraged her to apply for a position on the ECF board. With only a day to complete her application, Heather scrambled last fall to fill out the necessary paperwork, wrote a statement, submitted a photo and was happy when she was elected to the board.

"I was humbled and incredibly excited. Serving on the ECF board has been a fulfilling way to give back to our community," said Heather. "People may not realize how giving a few dollars each month can accomplish great things in our community. It is amazing what we can do with collective investments."

"The board of trustees manages employee contributions to the fund, taking care to research community needs and the organizations working to make a difference," Heather added.

Time management is obviously a skill Heather possessed before coming to work at Boeing. She has always been goal oriented and enjoyed a successful career utilizing the bachelors degree in communications

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ECF nominations
Fund accepting applications from IAM members who want to make a difference. See Page 6

751-member Heather Shute prepares a mirrored target for measurement by a laser tracker. Data collected will be shared with engineering to form 3D images of features on the plane. She used IAM-Boeing Joint Programs Education Assistance to complete her powerplant program. She also serves on the ECF board of trustees to give back to our community.

Machinists March on Washington

Revisiting the historic march 50 years later

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REPORT FROM THE PRESIDENT

August achievements prove that we're Boeing's best bet

By **TOM WROBLEWSKI**
District 751 President

I'd like to take a moment to congratulate many of our members at Boeing, who achieved some pretty important accomplishments in August.

First in Renton, I'd like to congratulate the workers on Boeing's 737 wing line.

What they did, in case you haven't heard, was a pretty big deal: they moved the wings system installation work areas out of the final assembly building in Renton and back to the wing assembly building next door.

They got all the pieces moved on first shift, and our members were back stuffing wiring and controls into the wings by the start of second shift. Boeing publicly praised the Machinists who made the move happen for their "flawless execution."

This was a big win in several ways. The new work space in the wings building works better, and our union stewards and reps report that everyone seems happy in the new location. And moving the wings system installation work into the new location freed up space in the final assembly building, which eventually will become the first final assembly line for the 737 MAX.

If everything else goes as smoothly as this first step did, we'll start assembling the 737 MAX in Renton in 2015. And if the orders keep coming in, I'm confident we'll still be building them well into the next decade.

Meanwhile, in Everett, two different groups hit important milestones.

Our members on the 767 line began building the second KC-46 tanker for



the U.S. Air Force last month.

I've said it before, but I'll say it here again: Boeing would not have won the tanker contract without the support of the Machinists Union. For nearly a decade, we

worked side-by-side with the company, meeting with our Congressional representatives to ensure that Boeing had a level playing field for the competition with Airbus.

And as it came down to the wire, our members in Everett worked with Boeing engineers and managers to come up with a plan that allowed the company to cut its bidding price on the tanker while still making a profit.

Today, all that hard work is paying off, and our members in Everett are working on the first two of the 179 tankers that we'll deliver by 2027.

And speaking of hard work, the Machinists who build 787s in Everett reached a big milestone in August with the roll-out of the first 787-9.

The Dash 9 is going to be key to whether or not the 787 program is a success for Boeing. It's expected to be more profitable for Boeing, and airlines are excited about it because it can carry more passengers – and cargo – farther than any similarly sized jets.

We all know about the problems the 787 program has had from the beginning, and I think it's significant that Boeing's 787 management team has decided to entrust the final assembly and flight testing of the first batch of Dash 9 to the most highly skilled work-

ers it has – the Machinists of District 751. Boeing's top brass knows that if something difficult needs to be done on schedule and done right the first time, its best bet is to turn to us.

The success of our union members in meeting these major milestones should be a factor in the next major decision Boeing management makes: where to locate the 777X fabrication and assembly work.

Boeing has a lot riding on the successful launch of the 777X. It can't afford another setback like we've seen with the 787: neither its customers nor Wall Street investors will stand for it.

That's why I think Boeing's only logical solution for the 777X is to locate final assembly and wing fabrication here in Puget Sound. Time and again -- over the past 75 years and again in the past month – the members of this union who work at Boeing have proven their abilities. In each generation, Boeing workers in Puget Sound have been pioneers developing techniques for assembling planes with the latest technology, whether it be the carbon fiber composites of today, or the new jet engines of the 1950s – even the canvas-covered spruce-framed biplanes of the 1920s.

The Machinists of Puget Sound are Boeing's best option for the future. Your work in the past month proved that, once again.

One last note before I sign off: I trust all of you enjoyed a safe and relaxing Labor Day weekend, with family and friends. It's the last weekend of summer, and the first weekend of fall.

Our crimson union T-shirts, which we wear with pride, remind us to "Respect the Past and Protect the Future."

That's what Labor Day is about.

For generations, workers struggled to gain the right to form unions at work and to bargain collectively for better wages and working conditions. The fight continues today, as unions struggle to hold on to the rights that allowed American workers to enjoy middle class lifestyles.

So I hope you had a restful three-day weekend. Between winning the 777X for Washington, making Boeing the world leader in aerospace and protecting our middle class lifestyles against political attacks, we've got a lot of work to do, and it starts right now.

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

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Boeing going? No, says Aerospace Partnership

By **BOB DREWEL**
MAUD DAUDON and
JEFF JOHNSON

Washington Aerospace Partnership

Reports of Boeing's demise in Washington state are greatly exaggerated. Boeing was born here and grew into the diversified global aerospace giant it is today. The company continues to innovate and expand here and, yes, also contract in different geographic areas.

But it's ridiculous to think that Boeing has made a decision to abandon Washington. The Northwest aerospace industry is thriving. There are more than 1,200 aerospace-related companies employing

131,000 engineers, machinists, executives and other highly skilled employees dedicated to Boeing's success. Still, we cannot afford to be complacent or buy into reports of Boeing's local decline lest they become a self-fulfilling prophecy.

Overreacting to Boeing's production changes impedes business development in Washington. Using every move that Boeing makes as a political attack further diminishes our confidence and image to the outside world.

Boeing depends on Washington for a dramatic portion of its profits. The 737 line in Renton is on track to produce an unprecedented 42 planes a month.

The 787 plant in Everett is increasing production to seven planes a month (South Carolina is struggling to reach its stated goal of building three planes per month by the end of the year). The 777 production rate is 8 planes a month, the new Air Force refueling tanker is on the production line, and the first of the Navy's P-8A Poseidon "sub hunters" are just entering service with the potential for hundreds of orders from the U.S. and allies around the world.

Boeing has invested hundreds of millions of dollars in improvements to both the Everett and Renton plants. And, despite recent targeted contraction, overall Boeing employment is more than 10,000 employees larger here in Washington than it was in 2011.

This is not what leaving looks like. Increasing global competition has expanded the options for aerospace companies and Washington has not lured every new program. But our competitive advantage remains unmatched. We have the highest concentration of aerospace companies in the world. Our high-skilled labor, design and engineering expertise are concentrated here along side the supplier network for parts and service. It's this very concentration that has contributed to the success of Boeing and other aerospace companies for decades.

Hand wringing and political potshots undermine the leverage and advantage that Washington enjoys. But we must recognize the competition is getting tougher.

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COLA, GWI coming at Boeing

District 751 members who work at Boeing will see both a cost-of-living adjustment and a general wage increase this month.

The 5-cent COLA will be added to wages on Sept. 13, to reflect increases in the Consumer Price Index over the most-recent quarter.

Over the past year, Machinists at Boeing have seen 23 cents in COLA. That amount will be permanently folded into the base wage, also on Sept. 13.

In addition, Machinists at Boeing will get 2 percent general wage increases this month. The raises will be calculated after the COLA has been folded in. (NOTE: 2 percent GWI will be paid as a lump sum for Grade A employees at the maximum rate per LOU 23.)

The 2 percent annual wage increases were part of the financial package union members approved when they ratified the current contract extension with Boeing in November 2011.

Along with the annual wage increases and COLA, Machinists also can receive incentive pay of up to 4 percent of their annual earnings, including overtime, through the Aerospace Machinists Performance Plan, or AMPP, which was also included in the economic portion of the contract extension.

AMPP payouts are calculated on a calendar year basis. The next one will be announced in early 2014.

POLITICAL ACTION

Machinist returns for another March on Washington

Steward Joe Perry was 8 when he heard King's 'I Have a Dream' speech

A lot has changed in the 50 years since Martin Luther King delivered his epic "I Have a Dream" speech on the steps of the Lincoln Memorial, says Local C Steward Joe Perry.

But a lot of the battles King and his supporters fought in 1963 are still being fought today, he said.

"We dropped the ball," Perry said. "We sat back down. We've got to start the struggle all over again."

Perry was part of a District 751 delegation that attended the 50th anniversary commemoration of King's original "March on Washington," led by District Secretary-Treasurer Susan Palmer.

Perry was the only one in the group to have attended both this year's march and the first one, back on Aug. 28, 1963. He was 8 years old then, and living in Detroit, where his father and grandfather both worked as union auto makers.

"My Dad took us, me and my four older brothers," Perry said. "We left at 1:30 or 2 in the morning. Dad said 'C'mon, we're going to Washington.' He promised us Dairy Queen."

Perry said his main memory of the day was the heat. "It was hot as heck out there."



(Above) District 751 officers and activists were front and center in the Machinists Union delegation at the 50th anniversary celebration of Martin Luther King's March on Washington. (Right) Local C Steward Joe Perry poses with IAM International President Tom Buffenbarger at the march.

His memories are those of an 8-year-old boy in a big crowd of grown-ups.

"I remember King speaking," he said. "I remember A. Philip Randolph (the African-American labor leader) speaking."

The atmosphere was tense, he said. A quarter-million Black Americans were there that day, angry and demanding to be treated the same as everyone else, with the same rights and the same opportunities for jobs and advancement.

"I remember our Dad telling us,



this is going to make a difference in our lives," Perry said.

This year's 50th anniversary march, "was totally different," Perry said. "You had all races there. We were sitting down next to each other, talk-

More March photos

To see more photos of the 50th anniversary march, go online at: www.Facebook.com/IAM751

ing, shaking hands and hugging."

The March on Washington and King's famous speech electrified America and led to the passage of the Civil Rights Act of 1964 and the Voting Rights Act of 1965 – both enjoyed bi-partisan support in the Congress of the time.

But today, conservative politicians at the federal level and in many states are taking aim at the basic rights granted by those laws.

Perry said he's most bothered by attacks on workers and on women.

"For jobs, we're still behind the 8-ball," he said. "And the rights women have right now, they're eroding. I have four daughters of my own. It's going to be a struggle for them."

Perry said Black Americans and their progressive allies relaxed, thinking that the battles they'd won in the 1960s had been won for all time. They were wrong, he said.

"You've got to fight every day for what you've got," Perry said. "That's what I appreciate about our union. We're on it. If they try to take it away from us, we walk."

Our skills have never been better, members at Boeing say

Everett stewards talk to consultants about plan to land 777X for Washington

The skill level of District 751 Machinists has never been higher and that's a major reason why the Boeing Co. would be smart to fabricate and assemble its new 777X jet in Washington State.

That's the message a group of union members delivered in August to consultants with the Revel Group, who as part of Gov. Jay Inslee's aerospace plan are developing recommendations for state-wide policies to ensure the industry's long-term growth – and to ensure the 777X and its wings are built here.

District 751 is part of the Washington Aerospace Partnership that hired Revel to do the study, and the union is committed to growing aerospace here.

"All of us believe we have a lot to offer," said Larry Brown, the union's legislative director. "But we don't want to leave a stone unturned."

Brown, Everett Business Rep Ray Baumgardner, District Administrative Assistant Jim Bearden, Work Transfer Rep Don Fike and four Everett union stewards met with the consultants on Aug. 8.

The most important thing Washington has to offer an aerospace company is a deep pool of the world's best workers, the Machinists said.

"It's about being able to troubleshoot when something goes wrong," said Bearden. "Our mechanics can tell the engineers what they need to fix and how to fix it."

Everett Machinists fall into two broad groups, the union members told the consultants. There are veteran Boeing mechanics who've spent two or three decades in the factory or on flight lines who have a wealth of knowledge and ex-



(Above) Revel Consulting's Ben Givens listens as Everett union Steward Chris Novacek talks about the competitive advantages Boeing enjoys because of the skills of District 751 Machinists.

(Right) Novacek was part of a District 751 group led by Legislative Director Larry Brown to meet with the consultants, who are working on the state's plan to land the 777X.

perience, and another group of younger Machinists who have spent three to five years deeply immersed in solving the many problems of Boeing's 787 program.

Today, the older Machinists have insights only experience can bring, while the newer ones are experts in the techniques of building jets with composites, aluminum and titanium.

Put the two together and "we're better than we've ever been, in terms of the knowledge base," said Everett Steward Dan Swank.

Boeing's union-negotiated pay and benefits also ensure that the new employees coming in are very high-caliber,



Swank said. About a quarter of the mechanics he works with, he said, have college degrees, but switched careers because they could earn more working at Boeing.

"That attracts good, talented people," who've been quick to learn from the experienced veterans around them, Swank said.

Because of all this, Boeing is producing more 787s in Everett with fewer workers than it can in Charleston.

"We're doing that because we've got tremendous skill and knowledge," said Everett Steward Chris Novacek.

Washington does face challenges, the

Machinists told the consultants.

Part of that is political, said Brown.

In the past Legislative session, the Republican-dominated state Senate rejected a transportation plan that had support from a broad coalition of business, labor and environmental groups, he noted.

That was particularly painful to Boeing, which wanted the improvements to State Route 167 that were part of the package, to help the flow of components fabricated in Auburn and Frederickson to final assembly plants in Renton and Everett. Boeing also would have benefited from a proposed new Columbia River bridge, which would have helped the company move parts north from Portland.

Washington's schools must also do a better job of teaching practical applications for math skills, Machinists Work Transfer Rep Don Fike said.

High school graduates come into Boeing with good classroom knowledge of algebra and geometry, but they seem to struggle to apply it to basic factory tasks, like calculating how to put six equally sized holes equally spaced across a piece of metal, Bearden said.

The state as a whole would be better off if Washington's schools offered more vocational training, Brown added.

"We need to give the 70 percent of kids who aren't going to graduate with a four-year degree an opportunity to make a decent living," he said. "There is support for this, but it needs to be at the Legislative level."

Machinists said they're confident Washington can put together a winning proposal for Boeing and the 777X.

"With some talking and partnering and politicking, it's achievable," Novacek said.

Machinists with BAE ratify new collective agreement



Union Business Reps Ron Bradley (left) and Richard Jackson and Administrative Assistant Jim Bearden represented District 751 during talks with negotiators with BAE Systems (at right).

District 751 members working for BAE unanimously ratified a new three-year contract on Aug. 26.

The proposal offered 8 percent in general wage increases with 3 percent in the first year, and 2.5 percent in both the second and third years.

The proposal contained new language that will reinstate seniority if it is lost solely due to layoff. In addition, the loss of seniority language was expanded from five to six years. The agreement also introduced a new medical plan that provides a 90/10 split for the life of the agreement.

Business Reps Ron Bradley and Richard Jackson, as well as Administrative Assistant Jim Bearden served on the union bargaining committee. They were able to defeat a company effort to eliminate pension for current and future hires. As a result, pension contributions of \$2.80 an hour will continue into the IAM Pension Plan for the life of the agreement for both current and future hires.

"I have always appreciated how our union fights for us," said Member Ray Orton, who originally hired into Boeing in 1974 and has been with BAE since Boeing sold the unit in 2004.

"I wouldn't have the lifestyle I have now if it wasn't for 751," he continued. "The great union representation has carried over into our contracts at BAE. We continue to get a decent contract. I don't believe we would have the pay or benefits without the IAM as our representative."

Orton said he was pleased with the contract. "I believe it shows BAE respects the job we do and how we satisfy the customer (Boeing)."

The contract covers a small number of District 751 members who work for BAE testing and installing mainly electronic equipment in the flight decks the company supplies for all of Boeing's commercial airplanes, except the 787.

The Machinists serve as the front line for BAE and are often called upon to wear several hats, providing direct support to the airplane and often helping to troubleshoot problems.

They save Boeing time and money by fixing issues on the plane. The members often work closely with engineering and do their own maintenance on their equipment and test stations.

This is the fourth IAM contract since BAE bought the business from Boeing in 2004.

Is Boeing going? No, says state Aerospace Partnership

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This fall Boeing is launching the new 777X program which will ensure the next generation of thousands of family wage jobs. But the promise of the 777X is bigger than jobs. This airplane embodies the cutting edge of manufacturing skills and expertise. Ensuring Washington builds the 777X further locks in our state's competitive advantage over other locations.

Gov. Inslee announced the game plan to secure Washington's position to win the 777X. Business, government and labor leaders throughout the state have created an alliance through the Washington Aerospace Partnership in support. Dozens of leaders from across the state, representing hundreds of thousands of people, are committing their time and financial resources to reaffirm our long-standing position as the best place in the world to build airplanes.

Our state must continue to keep the business climate competitive by investing in transportation improvements and expand educational opportunities ensuring we continue to have skilled workers to fill new positions.

We can't just offer incentives to companies, we must have a plan to build

upon our legacy and prepare our workforce for the challenges of innovation. The payback benefits not just aerospace, but Microsoft, Amazon and other pivotal companies.

Boeing and its employees bolster our communities through wages and spending, but also through corporate and individual philanthropy providing millions of dollars and volunteers for arts, cultural and social services.

Each year, Boeing and its employees contribute nearly \$50 million and more than 100,000 hours in volunteer time, a commitment unmatched in our state.

Diversification in a global economy is not unique to Boeing. Washington may not capture all of Boeing's future work, but the region has everything to gain from taking action to secure our legacy and our future.

Working together, we can demonstrate that Washington continues to be the best place in the world to build the 777X and secure our leadership position for years to come. Boeing is worth fighting for and Washington is worth growing in.

Bob Drewell, Maud Daudon and Jeff Johnson are co-chairs of the Washington Aerospace Partnership.



Simulator techs who work for DRG at Whidbey Island Naval Air Station pose for a photo after voting to join District 751 in May. They ratified their first IAM contract in August with a 91-percent yes vote.

NAS Whidbey Machinists approve first agreement

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A top priority was achieved with the new grievance and arbitration procedure, which includes both mediation and binding arbitration. The agreement also delivered structured seniority language, which is important in regards to layoffs, promotions, recalls and downgrades. Shift differentials were secured for all employees and overtime was secured for all full-time employees – before it was only for ones working in specific classifications.

In addition to getting all their wages and benefits secured in writing, members will receive a general wage increase in each of the three years. The agreement also delivered a health care plan that is available to members who need it. In the past, members would have to go on the open market and purchase a plan as an individual – making it very difficult to get good health care. For those who take the

cash-in-lieu-of-benefits option, the cash payment will increase 4 percent each year of the contract.

"This first agreement lays a good foundation for the future and is something we can build on over time," said Business Rep Jon Holden, who helped negotiate the deal.

"The 91 percent acceptance shows members approved of the agreement and were glad to have their wages, benefits and working conditions spelled out in a union contract that cannot be changed at the whim of the employer," Holden added.

"I appreciate IAM District 751 going to bat for us," added negotiations committee member David Bartlett. "We could not have done this alone. We all look forward to making improvements and building on this CBA in the future."

Contract talks set to start in Sumner



Machinists who work at AIM Aerospace in Sumner met with union staff and volunteers in August to take surveys to identify issues.

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components; and air ducts and related systems.

The company – which also has plants in Auburn and Renton – also supplies components to other Boeing suppliers, like Spirit AeroSystems.

Since the vote in July, union staff and officers have been busy, touring the AIM plant, meeting with members, surveying them to learn what their top priorities are and filing information requests with the company.

"Based on all that, we're going to be able to put together an initial proposal that will reflect our members' concerns

and their goals," Coty said.

The union members have nominated negotiating committee members to represent shop-floor workers during the talks. Union staffers – including Jesse Cote and Loren Guzzone from the organizing department and Steward Coordinator Ed Lutgen -- are preparing an orientation session for them.

"We've got a lot of work ahead of us," said District President Tom Wroblewski. "But I'm confident that as long as our new members at AIM stay strong and stick together, we'll be able to get them a collective bargaining agreement that will meet their needs."

Training Connections team preps for talks

Machinists Union members who work for Training Connections are preparing for contract talks this month.

The contract covers more than 20 career advisors, instructors and curriculum developers who work for IAM/Boeing Joint Programs across Puget Sound. A date for talks to start has not yet been set.

"We've been meeting and working hard at putting together a proposal that represents the interest of the membership," said Auburn Business Rep Brett Coty, who is leading the negotiations along with Everett Business Rep Richard Jackson.

Three Training Connections workers have been named to the negotiating committee: Camie Gates, Gina Fountain and Jeff Snyder.

Report shows clear benefits of belonging to a union

Union workers more likely to have retirement and health benefits, data shows

Union workers are far more likely to have employer-provided health care and retirement benefits than their non-union counterparts, recently released federal data shows.

Union workers also are somewhat more likely to have paid sick leave, vacation and paid holidays, the data shows.

“Clearly, there’s a benefit to belonging to a union,” said District President Tom Wroblewski.

The U.S. Department of Labor’s annual survey of employee benefits found that:

- 95 percent of union workers have an employer-sponsored retirement plan, compared to 63 percent of non-union workers;
- 95 percent of union workers have employer-paid medical benefits, compared to 68 percent of non-union workers; and
- 86 percent of union workers have life insurance, compared to 56 percent of non-union.

When it comes to health insurance, the data suggests that not only are union workers more likely to have it, their insurance is likely to be better.

Most American employers pay for the majority of the cost of their workers’ health-insurance premiums. But union workers, on average, pay only 13 percent of the cost of individual health insurance, and 20 percent of the cost of family coverage.

Non-union workers, on the other hand, are forced to pay 21 percent of the cost of individual coverage, and a whopping 35 percent of the cost of family coverage.

One statistic on medical benefits really stands out, Wroblewski said.

“Only 50 percent of non-union workers sign up for

health insurance benefits at work,” he pointed out. “That says to me that their insurance is either so bad, or so expensive, that it’s not worth the cost to them.”

“A health insurance benefit that you can’t afford to use isn’t much of a benefit at all,” Wroblewski continued. “But sadly, that’s the reality for many working Americans who are forced to work without a union contract.”

There’s been a national push to provide workers with paid sick leave, especially those working in the food service industry. But already, 84 percent of union workers have paid sick leave, compared to 62 percent of non-union workers.

Finally, the survey found that 81 percent of union workers get paid holidays, compared to 75 percent of non-union workers, and 75 percent of union workers have paid vacation, compared to 74 percent of non-union workers.

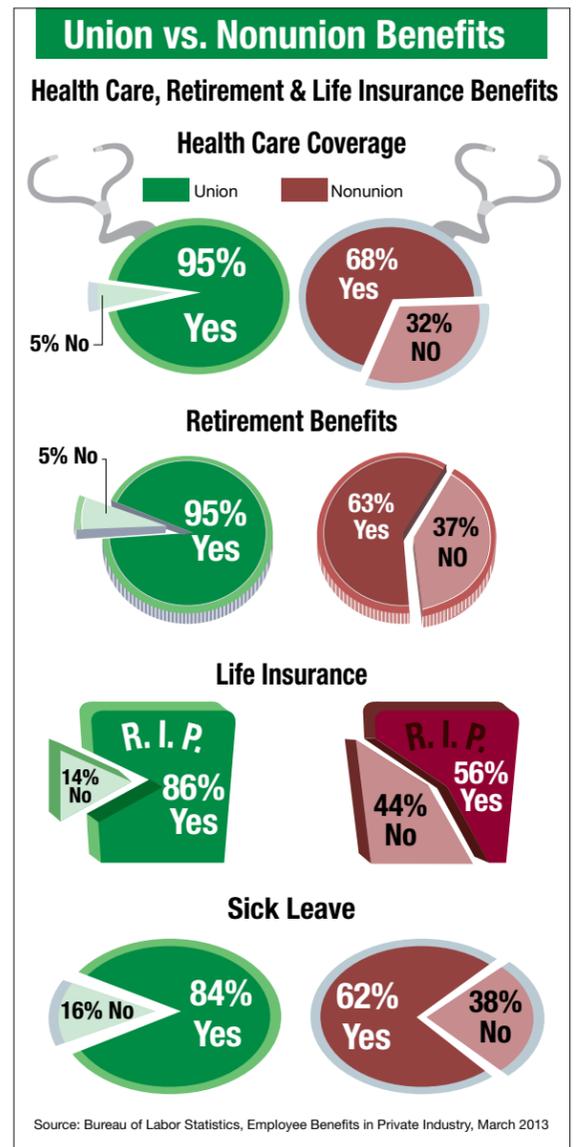
The survey didn’t study the average length of vacation.

The report on benefits follows a separate federal report earlier this year that showed that union workers on average earn \$10,500 a year more than non-union workers who perform similar work. That’s a difference of 27 percent.

“All of us want the same things for our families,” Wroblewski said. “We want to have nice homes. We want our children to be healthy, and we want to save money for their education. We want to retire ourselves with some security and dignity.”

“All these basic parts of the American Dream are more likely to become a reality for workers who have union contracts,” he continued. “That’s why we say it pays to be union.”

To contact a District 751 officer to talk about how a union contract could benefit you, go online at www.YourPowerInside.com.



Chipping in for Charity

Golf tournament delivers for North Whidbey Help House

Machinists Union members who work at Whidbey Island Naval Air Station hosted a charity golf tournament that raised more than \$3,500 for the North Whidbey Help House.

Fifty-six golfers converged on Navy Gallery Golf Course on Aug. 24 in the four-man scramble tournament. The best ball format made for tight competition and resulted in a putt off to determine the first place team in the tournament.

The event is the first fundraiser Machinists at

Whidbey have organized.

“It was a great turnout with impressive results. I hope everyone will come back next year and bring others so we can make it even bigger,” said Business Rep Jon Holden. “Special thanks to Union Stewards Greg Ringelstetter, Dan Leeper and Ed Fry who organized the event, as well as thanks to all who volunteered their time to ensure it was a success.”



Thanks to the organizers and volunteers who helped ensure the event was a success. L to R: Greg Ringelstetter, Jon Holden, Dan Leeper, Ed Fry, Gina Beardsley, Paul Schubert, George King, Oscar Frost, Stephanie Lloyd-Agnew, Richard Jackson. Also volunteering but not pictured: Lori Dorsey. Center in front: Mark Blau was the lucky winner of the flat screen TV.

North Whidbey Help House is a community-based food bank that serves northern Whidbey Island. Help House provides supplemental and emergency food, Salvation Army prescription vouchers and telephone health and welfare checkups, all in an impartial and dignified manner.



The best ball format kept the tournament competitive. After clinching the sudden death putt off the winning team was L to R: Willis Roth, Rich Bach, Rick Quintana, Paul Marcello.



The North Whidbey Help House Manager Jean Wieman was in attendance to thank Machinists for the generous contribution, and for the time and effort to ensure the event was successful. Help House serves North Whidbey Island from Deception Pass to the Green Bank Store.

Photo right: The tight competition resulted in a putt off to determine first place. Driving a shot for the second place team was Sean Slattery as Mark Blau looks on. Also on the second place team, but not shown Jason Evans and Jeff Briellen.



ECF delivers grant for new USO center at SeaTac Airport

A new USO center proposed for Seattle-Tacoma International Airport is closer to reality thanks to a \$335,000 grant from the Employees Community Fund of Boeing Puget Sound.

ECF, which is strongly supported by District 751, made the donation in July. It is the largest single donation made thus far to the USO's fundraising campaign.

The proposed new USO SeaTac Center will provide services like showers, beds, hot meals and snacks, computers and a family room to active-duty military personnel or members of their families as they travel through the airport.

The current USO Northwest center at SeaTac opened in 1966 and has the highest volume of visitors of any USO airport center in the country.

USO Northwest is raising money to build a new, 7,000-square-foot center at SeaTac, which would more than double the size of the current center, and provide

enhanced food service, sleeping areas, shower facilities and space for families. It is expected to cost \$1.7 million.

With the donation from ECF, USO Northwest is halfway to its goal, said Bill Baker, who manages the USO Northwest center at SeaTac. They hope to have the rest collected in time for the new center to open in 2014.

The ECF donation "gave us hope that we could make this center happen," he said. "The donation will help provide the service members with the larger center they need."

The ECF Board was proud to make the donation, said Rod Sigvartson, the ECF Board president who is a member of District 751.

"Boeing employees have a long tradition of supporting the men and women who serve our country, and this grant is another example of our commitment to these heroes and their families," he said.



ECF presents a check to USONW. L to R: Don Leingang, USONW Executive Director; Sgt. Veronica Pierce, U.S. Army; Julie Brenaman, ECF Trustee; Rod Sigvartson, ECF Board President; Tim Loney, ECF Trustee; Heather Shute, ECF Trustee.

ECF is the employee-owned charitable giving program at Boeing. It was founded as the Boeing Good Neighbor Fund at the urging of the Machinists Union, and since 1951, it has given more than \$500,000,000 to service agencies in Western Washington.

Today it is administered by a joint committee of Boeing workers

representing hourly and management employees. All the money donated by employees is granted to local health and human services non-profit agencies to buy equipment, renovate facilities or create new programs that directly help clients. More information is available to Boeing workers online at TotalAccess.

Member uses union education benefits, gives back to community on ECF Board

Continued from page 1 she earned at Pacific Lutheran University. After working several years in print and

broadcast journalism, she switched gears to write grants and lobby for health and human services and environmental issues



Working from a mobile computer station, Heather Shute operates a computer-aided measuring system that will take precision measurements to an accuracy of less than .002 of an inch.

at both the state and federal levels.

While she was successful in advancing these issues, she wanted to work with her hands and airplanes. She set her sights on earning an A&P license and enrolled at

South Seattle Community College with the goal to work at Boeing by the time she had finished.

After completing the airframe program, she hired into Boeing as a Grade 7 modification mechanic. The rest is history, including accessing Joint Program Education Assistance to complete the powerplant program.

She hopes others will utilize the Education Assistance benefits available through IAM/Boeing Joint Programs.

"This offers access to virtually any kind of training you wish to take. It is a great benefit and one I would encourage others to capitalize on," Heather noted.

"I also hope others will not only consider contributing to ECF, but will look into getting involved as a board member or a booster. It is rewarding to see the power of pooled resources, and to use that as a tool to help those in our communities that might need a hand up."



Apply to be an ECF Trustee and make a difference!

Are you a current ECF Pooled Fund member? Would you like to make a difference and strengthen the communities where Boeing employees live and work? You can, by running for the Employees Community Fund Board of Trustees.

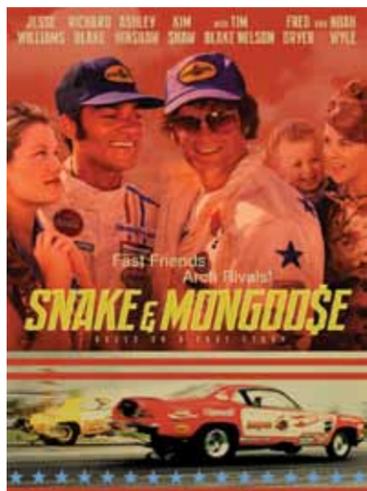
As a trustee, you'll learn first-hand how health and human service agencies are helping those in need. You'll visit agencies, review grant requests, and help decide which nonprofits will be funded by ECF. And you'll help make your neighborhood, and others throughout Puget Sound, a better place to live.

For more information visit the ECF website or call Colette Ogle at 206-544-9246. Open application period runs from September 9 - 20!

Machinists special discount to premier of "Snake vs. Mongoose" film Sept. 6-8

Machinists members have a unique opportunity for a discount to the movie premier of "Snake vs. Mongoose" Sept. 6-8 **ONLY** at the Regal Parkway Plaza 12 theater (5910 S. 180th St., Tukwila - a little more than a mile south of Southcenter Mall theater).

NOTE: If turnout is high, film



producers will consider having another such discount at a theater in the Everett/Alderwood area.

Machinists members will receive a FREE ticket for each ticket you purchase Sept. 6-8 at the Regal Parkway Plaza 12 in Tukwila. Simply purchase one ticket at the box office and then visit the Machinists table to get your free ticket. You will get a free ticket for every purchased ticket. In addition, if you wear ANY machinists shirt, your kids 17 and under will receive a FREE Popcorn and Soda at the Theatre

The film tells the story of the groundbreaking accomplishments of drivers Don "the Snake" Prudhomme and Tom "the Mongoose" McEwen in the world of drag racing as well as how the two unlikely figures revolutionized entertainment sports marketing when they attracted Mattel's Hot Wheels Division to sponsor them. Watch the Movie Trailer at www.snakeandmongoosemovie.com.

Fun Run delivers green for Guide Dogs of America



The Women's Committee 12th Annual Flight for Sight Fun Run & Walk to benefit Guide Dogs was the most successful to date bringing in \$19,056.15. Presenting the check L to R: Christine Fullerton, Gloria Millsaps, Susan Palmer, Susanna Thomas, Sukari Mdogo, Helen Lowe, Grace Holland, Dena Bartman, Gabby Rogano, Kathy Jude, Terri Myette and Tom Wroblewski.

Car Show shines for Guide Dogs

The combination of hot cars, cool motorcycles, delicious food and a live band helped ensure the Ninth Annual Bill Baker Steel & Wheel SuperShow was a success. This year's event drew more than 60 entries and filled the Everett Union Hall parking lot on Aug. 17.

The event raised more than \$10,250 for Guide Dogs of America, the charity that helps place trained guide dogs with people who are blind or have impaired vision from across the United States and Canada. Awards were presented in 18 different categories for everything from Best Engine to Best Motorcycle Paint. Volunteers grilled up some delicious food, and Sir Real provided music as people took a closer look at all the entries.

"Wes Heard and Karl Blom did a great job organizing the event, recruiting sponsors, vendors, and volunteers," said Local 751-A President Wilson 'Fergie' Ferguson. "I want to thank all the volunteers for ensuring the event was a huge success."

The big screen TV was won by 751-A member Jeff Leach, who donated it back to be raffled again to further benefit Guide Dogs.

Thanks to all the volunteers who helped make it a success and to the committee, which consisted of: Joel Hetland, Les Mullen, Mark Clark, Scott Seeley, Brian Butler, Eldon Smith, Phil Westberg, Wes Heard, Karl Blom, Greg Lether, Rachel Sarzynski, Daniel Mulder, Melissa Bucklin, Kenda McKinzey, and Amber Oelund.



Custom cars, muscle and classic cars and motorcycles filled the Everett Hall parking lot for the event.



There were plenty of Guide Dog puppy raisers at the Aug. 17th event.



People's Choice went to Bill Collins' 1931 Ford Roadster.



Above: Chris Davis' 1965 Chevy Impala was President's Choice while Dan Jubie's (l) 1956 Olds Super 88 was Local A Choice.



Winners from the various categories gathered for a group photo.



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PITCHING IN FOR GUIDE DOGS

On Aug. 10, members, family and friends pitched in to ensure the 10th annual Shoes for Puppies Horseshoe Tournament was successful for Guide Dogs of America. Local 751-E raised more than \$3,560 with its charity event.

The event was held at the Red Dog Saloon on the Maple Valley Highway again this year.

"The folks at the Red Dog were great to work with," said Local E President Ira Caterman. "Thanks to them, and to our tournament sponsors, we had a really good time raising money for a great cause."

The lucky winners were Jeff Austin and Larry Austin who took first place. In addition, Jeff was the lucky winner of the big screen TV. Second place went to the team of Ron McGaha and Ron Coen, while third place went to Business Rep Richard Jackson and Richard Ross. Business Rep Jon Holden and Allen Neph took the consolation trophy.

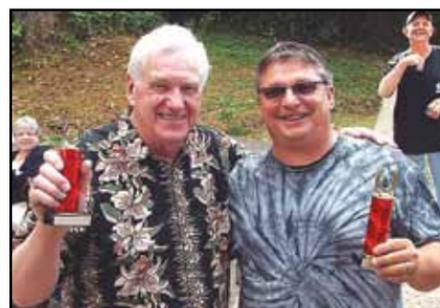


Roy Wilkinson takes aim.



A member attempts to throw a ringer at the event.

Jeff Austin (l) and Larry Austin took first. Jeff was also lucky in the raffle drawing. Jeff was the winner of the big flat screen TV.



Ron McGaha and Ron Coen took second.



Business Rep Richard Jackson (l) and Richard Ross finished third.



Allen Neph and Jon Holden won the consolation trophy.

Thanks to our sponsors:
Everett Business Reps
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Ernie McCarthy
Stosh Tomala / Grace Holland
Everett Joint Programs Coordinators
J.C. 'Zack' Zaratkiewicz
Chris Louis
Don Morris
Brett Coty

Boeing Machinists forklift drivers qualify for state finals

The Governor's Safety & Health Regional Forklift Rodeo which was held on Saturday, Aug. 17 at the Kent Boeing Site provided fierce competition. The 30 drivers from seven companies were competing to be one of the top seven drivers to move on to the state championships in September. The top two teams also advance to the finals.

Four of the Boeing Machinists drivers qualified for the September finals: Omar Ornelas (Spares) placed second; Eduardo Gonzalez (Developmental Center) placed third; Mike Weinman (Plant 2) placed sixth and Kirt Jones (Renton) placed seventh. Not only will these four drivers be representing Boeing in the individual event, they will also be competing as one of the top two teams from Western Washington.

Yet our members from Boeing had to first get through an intensive internal competition in late June. Twenty-three drivers from across Puget Sound competed for eight positions to qualify for the regional competition.

The competition consists of a precision driving test in which drivers move odd loads, navigate narrow passages and weave their 3-ton machines through a slalom of plastic pylons. Competitors are judged on smoothness and efficiency, safe operating speeds, hazard avoidance, and maintaining maximum safe visibility. The runs are timed, but safety and precision are far more important than speed.

The rodeo elevates safety awareness, and the drivers take it very seriously. These drivers are proven leaders in both



Omar Ornelas (l) from Spares placed second in the competition. NOTE: Eduardo Gonzalez from Developmental Center finished third, but there was no picture.



Mike Weinman (l) from Plant II finished sixth in the competition.



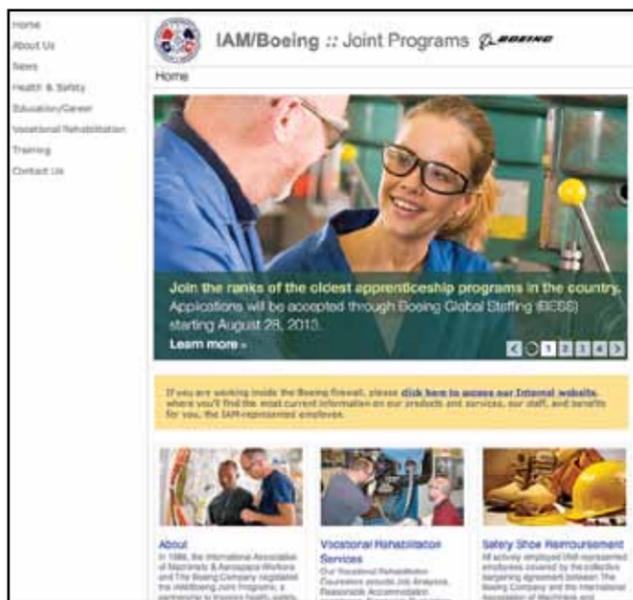
Kirt Jones from Renton finished seventh and moves on to state.

personal safety and safety leadership in their work areas. Besides building teamwork, crews have lower incident rates after participating in the rodeo.

Boeing hosted the regional event as a major sponsor, and members of the Renton, Kent and Seattle Site Services Teams assisted – providing a barbecue and refreshments, entertainment for kids and grownups alike, and an awesome play-by-play announcer! Special thanks to Mark Ribich, Material Handling Manager, for helping to coordinate the rodeos. The Boeing Fire Department Honor Guard presented the colors during the opening ceremony, which was a huge hit with the crowd. More than 100 spectators and competitors were in attendance.



The drivers must maneuver the 3-ton vehicle through a tricky obstacle course packed with skill challenges, such as balancing a raw egg. The runs are timed, but safety and precision are more important than speed.



The IAM-Boeing Joint Programs external website has been updated to look more like the internal site.

IAM-Boeing Joint Programs update external website

IAM/Boeing Joint Programs has unveiled a new, updated look to its external website.

The revised website, which launched on Aug. 23, was redesigned with employees in mind.

The new homepage features current announcements and news stories, along with quick access buttons to take you to the information about Joint Programs services and other content you need most often.

To access the IAM/Boeing Joint Programs website from outside Boeing, visit www.iam-boeing.com. Inside Boeing, use the following Web address: <http://iamboeing.web.boeing.com>.

Learn more about IAM-Boeing Joint Programs
To see all the programs available,
• Outside Boeing, visit: www.iam-boeing.com
• Inside Boeing visit: <http://iamboeing.web.boeing.com>

District Safety honors committee

Day in and day out members from the IAM Site Safety Committees dedicate themselves to ensuring that the workplace is safe. In recognition of their efforts, the District Safety Committee presented members with Service Awards for those who have left the committee at the annual District Safety Banquet in late July.

District Safety Coordinator Tommy Wilson, as well as District President Tom Wroblewski and District Secretary-Treasurer Susan Palmer were on hand to congratulate not just those receiving service awards, but each member of the site committees for the stellar job they do to keep members safe and ensure they return home each night in the same condition as when they arrive.

Site committee

members thanked for their service included Mark Rogers and Tom Sweeney for 20 years, Pat Augustine for 15 years and Dwyane Johnson for 13 years. Spencer Burris and Wilson 'Fergie' Ferguson received 5 year pins.

In addition, the late Art Duffy was remembered for his years of service and for serving as a former District Safety Chair.



District Safety Coordinator Tommy Wilson (l), District Secretary-Treasurer Susan Palmer (2nd from right), and District President Tom Wroblewski thanked Dwyane Johnson (2nd from left) and Tom Sweeney for their service.

Retirement planning workshops scheduled

District 751 members who work at Boeing can take advantage of free retirement planning workshops being offered at the Auburn, Everett, Renton and Seattle union halls.

The workshops will cover topics including:

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

The workshops will also be offered September through December on the following dates:

Everett (8729 Airport Rd)

Thu Sep 12 - 11:30am-1:30pm & 2:30-4:30pm



Thu Oct 17 – 11:30am-1:30pm & 2:30-4:30pm
Thu Nov 7 – 11:30am-1:30pm & 2:30-4:30pm
Thu Dec 12 – 11:30am-1:30pm & 2:30-4:30pm

Seattle Hall – (9125 15th Pl. S., Seattle)

Thu Sep 19 - Noon-2pm & 3-5pm
Tue Oct 15 – Noon-2pm & 3-5pm
Tue Nov 12 – Noon-2pm & 3-5pm
Thu Dec 5 - Noon-2pm & 3-5pm

Auburn Hall (201 A St. SW)

Wed Sep 4 - Noon-2pm & 3-5pm
Wed Oct 16 – Noon-2pm & 3-5pm
Wed Nov 6 – Noon-2pm & 3-5pm
Tue Dec 10 – Noon-2pm & 3-5pm

Renton Hall (233 Burnett Ave N.)

Tue Sep 10 - Noon-2pm & 3-5pm
Wed Oct 23 – Noon-2pm & 3-5pm
Wed Nov 20 – Noon-2pm & 3-5pm
Wed Dec 11 - Noon-2pm & 3-5pm

To reserve a seat, call Money Management Educators at (888) 223-8311 or e-mail them at mmepugetsound@mmeducators.org.

RETIREMENT NEWS

Retiree picnic packs Seattle Hall

Nearly 200 retirees and family members packed the Seattle Union Hall for the annual Retired Club Picnic on Monday, Aug. 12. This was the first year it was held at the Seattle Hall and seemed to generate a larger turn out. 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. Those wanting to enjoy the sunny weather could sit at tables on the grass outside the hall.



Retirees packed the Seattle Union Hall for the annual event. Additional tables had to be set up when it exceeded expected crowds.



Above: Emma Colvin (l) celebrated her birthday by bringing family and friends Kristin Blair, Olivia Clark, Stephanie Blair and Kelley Blair.

Right: Sec-Treasurer Susan Palmer and Dist. 751 President Tom Wroblewski raffled off lots of great prizes to those in attendance.



Retirees visited with friends before the raffle began after lunch.



The potluck format provided lots of delicious salads and side dishes to choose from.



Business Rep Ernie McCarthy (r) visits with Dora Fetter, Art Ortega and Terry Kartes at the event.



Many retirees took advantage of the good summer weather and decided to sit outside to eat.



There were plenty of desserts to choose from at the picnic.

RETIREES

Congratulations to the following members who retired from the union:

- | | | |
|---------------------|----------------------|----------------------|
| Ronald J. Aasand | Arturo L. Garcia | Elaine A. Marchetti |
| Robert A. Adams | David V. Gay | Susan M. Mattox |
| Romeo C. Allen | Dennis R. Glidden | Thomas L. McMullin |
| Robert E. Anderson | Dudley H. Gordon | Annie J. Mendoza |
| Richard D. Babcock | Terry L. Grant | Gary L. Moen |
| Dale Baker | Cheryl A. Grewing | Dan R. Morley |
| Barbara A. Bartlett | Geneva M. Haarstad | Demilt Morse |
| Tim P. Bedingham | Vincent O. Hale | Larry D. Mullins |
| Emanuel L. Blakely | William J. Hazel | David N. Nelson |
| Thomas E. Braae | Glenn Hecht | Gary G. Nelson |
| Robert C. Burtner | David T. Heckel | Michael W. Norton |
| Patrick L. Byrne | Richard D. Heppell | Jeffrey C. O'Brien |
| Bradford K. Chinn | Viet H. Huynh | Bruce A. Ohm |
| Gregory A. Clark | Michael F. Iverson | John C. Peterson |
| Richard R. Coalman | David M. Janosik | Steven L. Peterson |
| Jerry D. Compean | Paul M. Jenkins | Theodore R. Pfeiffer |
| Daniel D. Debaridi | Tom E. Kay | Michael J. Rozumny |
| Eileen S. Desoto | Ann E. Kirtley | Robert W. Schlimmer |
| Steven L. Dow | Joseph J. Kleiner | Linda C. Sisson |
| Ronnie J. Draughn | Ronald W. Knowles | Lee R. Studeman |
| Jerry L. Durbin | Brian L. Kugler | Clyde Thompson Jr. |
| Daniel R. Dykstra | Erik L. Kvam | Douglas E. Tidd |
| Glori J. Elam | Robert A. Laferriere | Patricia E. Walter |
| Robert W. Elliott | James D. Lapsansky | Lorrie A. White |
| Richard D. Forkner | Soo J. Lee | Randall A. Wilson |
| Michael L. Fratus | Renee Lizee | |

State Alliance conference focuses on Social Security and Medicare

by CARL SCHWARTZ

On Wednesday August 21, the Washington State Alliance for Retired Americans held its state convention in the Teamster's Hall in Tukwila. About 120 delegates including 12 from our 751 Retiree Club, met to discuss issues impacting retirees, especially Social Security and Medicare. Attendees heard from a number of speakers, including U.S. Representative Adam Smith.

Delegates also heard from Eva Dominguez, national legislative director of the Alliance. She noted the progress, or lack of progress, of various federal legislative proposals, especially proposed changes which would lower the cost-of-living adjustments to Social Security (chained CPI). Delegates were urged to contact their representatives and ask them to oppose this.

Delegates also celebrated, with cake, the 78th birthday of Social Security.

The following new officers were elected for the coming year: Steve Kelly of the Teamsters, president; Jerry Wood, secretary; and Jackie Boschok of our 751 Retiree Club, treasurer. The convention adopted two resolutions submitted by our 751 Club. The first was to PERMIT Medicare to negotiate for lower drug prices, and the second resolution was to lower the voluntary retirement age to 60.

RETIRED CLUB OFFICERS

President	T.J. Seibert	206-329-0160
Vice President	Helen Lowe	206-523-9526
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	253-736-2756
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		

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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. 18

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TWO CEMETERY PLOTS in Floral Hills Cemetery, Lynnwood, WA. Was \$6,990, now \$4,000. Call 480-983-0956 (Arizona) or call cell 480-286-1877

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TOOLS

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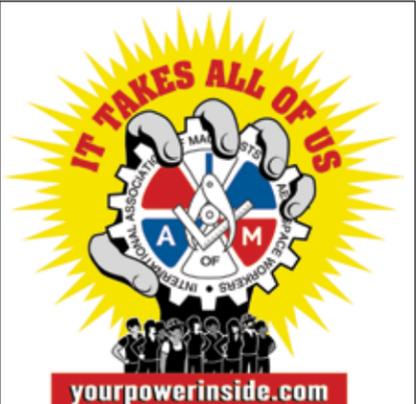
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1990 DODGE CLUBCAB, good as new. \$3,000 in new parts installed. Well maintained. Have all receipts. 2 studded snow tires. Sell for \$3,000. 253-833-7345



If you know a non-union worker anywhere who needs the IAM's help, have them visit the website: www.yourpowerinside.com to learn more about the benefits of unionization or call our Organizing Department at 206-764-0305.

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Salmon derby nets record cash for MNPL

Local C's annual Jimmy Darrah Memorial Salmon Derby attracted 98 participants and raised a record \$15,510 for the Machinists Non-partisan Political League.

The derby was held July 28 in Westport. It honors past Local C president and District 751 Business Rep and Grievance Coordinator Jimmy Darrah, who died in 2009.

"We were again blessed with great weather, but the seas were less than calm this year," said Don Fike, who is part of the derby organizing committee. "Fishing was excellent. Most of the boats limited on fat, healthy chinooks."

Prizes were awarded on each of the four boats and trophies were awarded to the three overall heaviest chinooks and also for the largest fish in the ladies and junior divisions.

The overall derby winner was Tracy Bjork, who landed a 20-pound, 1-ounce chinook. Second place was claimed by Kathy Elliott, and the third place winner was Glenn Abbott.

The ladies division trophy was captured by Diane Feucheer. The junior division trophy was taken by Tristin Burton.

Bjork won the prize for the biggest chinook caught on the boat *Neddie Rose*, while Glen Wroblewski won the prize for biggest coho caught on that boat. Other prizes on the *Neddie Rose* went to Bob Giannetti, Cara Mattson, Larry Brown, Jeff Browning, Jon Holden and Mark Eaton.

Prizes on the *Ocean Endeavor* went to Elliott for the biggest chinook and Ken Godfrey won for the biggest coho. Other prizes went to Jerry Savers, Rod



(Above) Local C officers and derby winner Tracy Bjork (3rd from right) present a check for \$15,150 raised at this year's Jimmy Darrah Memorial Salmon Derby.

(Right) Derby winner Tracy Bjork poses with Local C Recording Secretary David Henry and his winning fish.



Gillis, Larry Haskins and Jerry Haley.

Prizes on the *Ranger* went to Joe Materne who won the prize for biggest chinook, and Sean Sullivan won the prize for the biggest coho. Other prizes went to Dave Fullerton, Susanna Thomas, and Ed Wheeler.

Prizes on the *Shenandoah* went to Feucheer who won the prize for the biggest chinook, and Dennis Snyder won the prize for the biggest coho. Other prizes went to Ron Coen, Mike Kennedy, Alia Mahlum and Chip Johnson.

This year, Local C introduced a "Big Fish Calcutta" with a guaranteed \$1,000 cash prize, which was won by Ron Clayton.

The salmon derby organizing committee was made up of Coen, Fike, Paul Burton, Keith Elliott, David Henry, Chris Louie and Rod Sigvartson.

The committee thanked the following sponsors and volunteers:

- Locals A, C and F and the Aerospace Joint Apprenticeship Committee;
- IAM General Vice President Mark Blondin; Cabela's of Lacey; and Tim Bindl and the Union Sportsman Alliance -- all for donating prizes;
- Louie and Local C member Mike Hill, who donated beverages;
- Ocean Sportfishing Charters of Westport; the Islander Half



A four-legged fan showed appreciation for Diane Feucheer's catch.



A total of 98 participants endured rough seas but were rewarded with a strong catch during the July 28 event at Westport

Moon Restaurant and Big Catch Café. (Fike urged all members who are looking to go on a Westport fishing charter to call Don Davenport of Ocean Sportfishing at 1-800-562-0105 and thank him and the company for its support of District 751.)

- District 751 secretaries and staff for "providing day to day support and making us all look good."
- Leanne Fike, Jo Heasy and Jeanne Monger who, along with Henry, ran the shore operations and set up the awards ceremony while every-

More derby photos

To see more photos from this year's salmon derby, check out the District 751 Facebook page at www.Facebook.com/IAM751

one else was out fishing.

"This is a Local C event but our participants come from all of District 751's local lodges, plus the International, and our friends and family," Fike noted.

"We want to thank everyone who supports and attends every year," he said. "The money we raise is the result of a joint effort by everyone."

Local F scores big for MNPL



Local F officers present a check for the money they raised at the lodge's annual Unity Bowl fundraiser for the Machinists Non-partisan Political League. This year's event was held April 28 at Glacier Lanes in Everett, and raised nearly \$8,000 for the union's political action fund.

EASTERN WASHINGTON

SHOOT TARGETS GUIDE DOGS

Participants in the first Eastern Washington trap shoot took their best shot on Sunday, August 4 to benefit Guide Dogs of America.

The event was held at the Spokane Gun Club where 15 teams of five competed for trophies and other prizes.

The real focus of the event was raising money for Guide Dogs of America. The event brought in approximately \$3,500, which was impressive for the first trap shoot event in Eastern Washington.

Trophies were given to the top three teams (see photos below). John Cushman was the lucky winner of the Browning 12-gauge shotgun.

Thanks to all the volunteers who helped ensure the event was a success. Volunteers include: Barb Corn, Laura Warren, Gary Swartz, Allen Eveland, Kaleb Eveland,



Gary Swartz presented John Cushman (l) with the 12-gauge Browning rifle after his raffle ticket was drawn.

Casey Streeter, Hans Archer and Chris Thompson. Thanks to Jon Holden and Don Fike for their help in tallying the scores.



Participants took aim at clays shot from various stations. However, the real target was raising money for Guide Dogs of America.



The Spokane County Highway Local 1135 took second place and was comprised of Alex Atacador, Rick Sager, Alex Holden, John Holden, and Ron Krein.



The third place team was from the Puget Sound area and consisted of Steve Holden, John Carter, Karl Blom, Don Fike and Jon Holden.



The Kenworth Sales team came in first place and was comprised of Mike Koppel, Diane Koppel, Dan Edens, Ron Kenboun, and Coop Kennett.

Thanks to our sponsors:

- | | | |
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| Tom Wroblewski | Triumph Composites | IAM 751-C |
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New agreement implemented at ASC Machine Tools

Machinists Union members working at ASC Machine Tools, Inc. in Spokane voted on a new 3.5 year contract proposal on July 31. While the new contract offer had improvements in many areas, members were leery of the company proposal on health care and concerned about the consistency of the mandatory overtime provision.

Because of those concerns, a majority of members voted to reject the proposal but did not vote to authorize a strike. As a result, ASC's last and final offer took effect on August 1.

Under the terms of the IAM Constitution, a majority must reject the



Members at ASC Machine Tools get their ballot to vote on a proposed 3.5 year contract.

contract and two-thirds of workers voting must authorize a strike or else the contract is ratified by default.

The new agreement provides four General Wage Increases totaling 8.5 percent over the next three and a half years. Shift differential was increased

by 25 cents an hour for both second and third shift employees. The 401(k) yearly company match was increased to \$1 for every \$1 up to a maximum of \$2,000.

In addition, the amount employees are reimbursed for prescription ground safety glasses increased to \$100 (previously \$60). The agreement also allows an advance of up to \$250 towards the purchase of tools, which can then be payroll deducted in no more than 10 equal payments.

These skilled members manufacture and fabricate a diverse range of equipment for the metal building, can manufacturing and paperboard packaging industries.



Business Rep Steve Warren (r) congratulates John Berland on his retirement.

Berland thanked for service to members

As John Berland retired from his job as a Machinist maintaining the mighty Grand Coulee Dam, the union was there to wish him well.

Berland initiated in the Machinists Union in 1991 and stepped up to serve as Union Steward in 1998. For the past 15 years, Berland has represented the members there on any contract violation or worker issues, as well as serving on the negotiating team on the Columbia Basin Trades Council.

Business Rep Steve Warren presented him with a watch and plaque thanking him for years of dedication and commitment to the advancement of unionism for all members of the Columbia Trades Council.

Volunteers count the ballots after the voting concluded.

