

DISTRICT 751

AERO MECHANIC

PUBLISHED BY THE WORLD'S FINEST WORKERS



VOL. 64 NO. 11 DECEMBER 2009/JANUARY 2010

Celebrating as 787 Soars in First Flight

The first flight of the first Boeing 787 on Dec. 15 was a cause for celebration, District 751 members said.

Thousands of members lined the Paine Field runway to watch the first flight in person while thousands more watched on TV or over the Internet as the world's first composite airliner rotated back and climbed into the mid-winter gray sky.

"I could see it just as the nose came up and the wings started to bend," said Dan Stieben, a Steward on the 787 line who watched at Paine Field. "It gave me such a rush, the hairs stood up on the back of my neck. I was shaking, nervous, waiting in anticipation."

Randal Fleechart had been at the first flights of the 767 and 777, but said this was the most memorable one, "just because there have been so many delays and frustrations."

"It didn't use a lot of runway, and it was pretty quiet," Fleechart said. "It was one of the most beautiful things I've ever seen."

All in all, it was a great moment for a factory – and a Company – that has



Thousands of Everett members crowded the flight line eager to witness the 787's first flight, which marks the beginning of a 'new generation' of planes built with lightweight composites. 787 workers were excited to be a part of this historic event. Inset above L to R: Mike Fox, Bill Bush, Daovone Vannaxay, Randal Fleechart, Becky Carlyle.

struggled with years of disappointments, delays and doubts, said member Gizem Moore, who watched on TV with her Everett colleagues as the plane touched down in the rain at Boeing Field.

"Everything's been negative," Moore explained. "Now, it's just that everybody's proud."

Members talked about the years of

hard work they'd put into getting the first plane flying.

Member Jim Wallingford left a job at a mortgage company 2 1/2 years ago to take a job as a 787 mechanic. Until it went out to the flight line in November, he'd spent his entire Boeing career working just on Plane 1.

"It's been that same airplane since I

got here," he said. "It was our baby. We'd go in, take out the changes we'd just put in and do new changes."

Likewise, member Danny Bogliivi spent most of a year working on just one assignment. "I worked the 47/48 join for 10 months," he said. "We replaced almost every fastener on it."

Continued on page 4

FABulous Work at Auburn on 787

The highest concentration of skilled Machinists for building complex airplane parts and assemblies resides at Boeing Fabrication's Auburn plant. These talented individuals make the most complex aerospace parts in the world, hold them to extremely tight tolerances, work closely with engineering and make modifications as required throughout the entire manufacturing process.

Making parts for sustaining programs and airplanes is just a small part of the work done for Boeing at this plant. The Auburn site is home to several manufacturing business units, including Auburn Machining and Emergent Operations (AMEO), where one-of-a-kind replacement machined parts are manufactured on an emergency basis to keep commercial airplane production lines moving.

Boeing has eagerly tapped into the incredible depth of resources Auburn has to offer to assist both the 787 and 747-8 new airplane models. Members throughout Boeing Fabrication have worked on various parts and assemblies for the 787 and 747-8. As the 787 took its first flight on December 15, many Auburn members beamed with pride knowing they played a role in



Loretta Castillo explains to Business Rep Mark Johnson the process improvements her crew implemented to make 787 work more efficient.

making the flight a reality.

"Our members are excited to show they can deliver high-quality parts on time every time," said Business Rep Heather Barstow. "They want to play a larger role in both the 787 and 747-8. Initially, they were not slated to get this much work on the new airplanes; however, their skills, efficiency and quality have resulted in a lot of additional work on both the new planes."

"Nearly every job is needed yesterday so our members regularly step up and volunteer for overtime and do whatever is necessary to meet the deadlines and keep the assembly lines moving," she added. "Because employees are working under pressure, they have to make every part right the first time – a credit to their skills and experience."

Shop A-3250 houses one of the larger machine shops in Boeing. Nearly every member there has over 20 years' seniority and has worked on multiple airplane models. This extensive experience helps minimize scrap rate, rework and waste, which is particularly challeng-

Continued on page 5



Thomas Martinez explains to Business Rep Heather Barstow the emergent 787 work they have done.

Contract Ratified at GKN

Twenty members at the GKN Chemtronics plant in Kent overwhelmingly ratified a new two-year contract on December 10 by 94 percent. While the new contract is effective January 11, 2010, members are already enjoying the benefits of the new agreement. Members received a \$2,000 ratification bonus on December 18.

Union members appreciated the new contract that featured many improvements and absolutely no takeaways. Despite the good contract, members are still hoping there will be new life for the Kent facility, which Boeing sold to GKN in early 2002. Currently, 100 percent of their work is tied to the F-22, which is scheduled to come to an end late next year.

With the potential plant closure, the Union entered bargaining for a new contract focused on obtaining a safety net to help members transition if the plant should close. The contract also had to provide enough incentives for members to stay working at GKN so the Company could fulfill the F-22 contract.

"The contract was fair. It was all pluses and improvements with no takeaways, which is huge in this economy. I wish we had more work because that is our biggest concern," said member Steve Hefford. "I want to thank the Union for their help and support in negotiating this

Continued on page 2

L to R: Gary Halibur and Peter Guerrero count the ballots as Ron Lee looks on.



Model Employer

Members at Monarch Machine appreciate the strong relationship between Union and management that has helped make them successful

12



Helping Hands

Throughout the region 751 members have volunteered for community service

6



Inside Index

| | |
|---------------------------|----|
| President's Message | 2 |
| Political Action | 3 |
| Community Service | 6 |
| Retirement | 9 |
| Want Ads | 10 |
| Eastern Washington | 12 |

REPORT FROM THE PRESIDENT

Your Skills and Expertise Made 787 First Flight a Reality

by Tom Wroblewski, District President



It flew. At long last, the first 787 has climbed into the gray winter sky above Paine Field, proving to the world once again the value of having skilled and dedicated professionals like you.

Throughout all the delays, I always knew one thing: if there was anyone on earth who could take all those pieces of plastic, titanium, chips, wire and steel from all over the world and build them into a 21st century airplane, it was you, the members of District 751, who just proved again why you're truly first in aerospace.

In Everett we still remember "The Incredibles" and how 40 years ago they built the first 747s and the first 747 factory almost simultaneously; the way our members and our SPEEA brothers and sisters slept in their cars as the deadline approached so they could work an extra hour each day; the way bold Seattle executives bet the Company on the all-new jet – but did so knowing they had the best aerospace workers in the world behind them to deliver on their promises.

It is a glorious heritage, and one we can be proud of.

So many things were different with the 787. This time, timid executives in Chicago were afraid to risk the Company's money, so they devised the outsourcing plan that has gone so horribly awry. They gave away work to contractors that could have – should have – been done more efficiently by you. And here at the end – even as you were working 12-hour days,

seven days a week to make their Dreamliner a reality, executives branded you unreliable and turned their backs on Puget Sound, and our decades of shared success.

But even with all these delays and disappointments, what you have achieved is nothing short of outstanding. You have solved the problems created by outsourcing. You

have invented new processes and adapted time-honored techniques to the new realities of the 21st century. You've installed parts, then gone back to remove, rework and re-install them – again and again. You're the fixers, the re-workers and the problem solvers, and I'm proud to have all of you as my brothers and sisters.

So congratulations to every single District 751 member who had a part in the 787 program, from the fin fabricators in Fredrickson to the emergent-part machinists in Auburn, from the test mechanics in Seattle's Developmental Center to everyone in Everett who's played a part, from the tool room to the flight line to facilities workers who keep the lights on, and especially the final assembly mechanics.

What you have achieved in the face of adversity is just as incredible as the accomplishments of our Union forebearers, and when the 100th anniversary of District 751 is celebrated, a quarter-century from now, your stories will be among the ones to be told to inspire the next generation of aerospace manufacturing heroes.

And speaking of history, 2010 will mark the 75th anniversary of the founding of District 751 in Seattle.

A lot has changed since Sept. 23, 1935, when 751 was first founded as a Local Lodge. Thanks to a series of Union con-

tracts, workers no longer have to line up outside the Boeing gates each day, hoping to get picked for a day's work by a friendly foreman. Today's Machinists have contract rights and benefits that those early aerospace mechanics could only dream of, and our Union now proudly includes thousands of workers who work for companies and agencies across the Northwest, in a wide range of skilled trades.

But one thing hasn't changed, and that's the principle of solidarity, and the fundamental truth that workers standing united are more powerful than any individual.

Over the decades, our members have accepted and lived by this principle, and the result is what we have today: family-wage jobs with excellent benefits; joint safety and training programs between the Union and the Company; pensions and savings programs so that members can enjoy the retirements they deserve.

Our Union Stewards and Business Reps play a huge role in enforcing our contracts every day, making sure that our members are safe from arbitrary or unjust actions by managers. And to every one of them who answered a member's question about the contract, or intervened on a member's behalf, I offer my sincerest thanks.

A special thanks also goes to all those who took part in volunteer activities during the year, whether it was in support of Guide Dogs of America, or the Machinists Non-Partisan League, or one of the Machinist Volunteer Program initiatives – building wheelchair ramps or helping at a mission or collecting food for Northwest Harvest. The good work you do in the community cannot be praised enough.

I'd also like to thank the Union staff

for all they've done in the past year to support the membership.

But most of all, I'd like to thank all of you, the 25,000-plus members of District 751, for the work you do every day, and for all the work that you'll do in the year to come.

Every year, it seems, we look forward to the New Year with hopes that things will be better than the last. We already know we'll have challenges in 2010 – what with the tanker, and the 787 surge line and all the other issues we face.

But it's my sincere belief that if we act together, in solidarity, we will overcome these challenges, and truly make 2010 a happy and prosperous new year, for ourselves, our families, our communities and our employers.

So enjoy your Union won winter break. Wishing you and yours all the best.

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

Tom Wroblewski
President, Directing
Business Representative

Susan Palmer
Secretary-Treasurer

James Coats
Sergeant-at-Arms

Tommy Wilson
Heather Barstow

Don Morris
Ray Baumgardner

Richard Jackson
Mark B. Johnson

Jon Holden
Brett Coty

D. Joe Crockett
Ron Bradley

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



Contract Ratified at GKN

Continued from page 1

contract. We recognize a lot of time and effort went into securing this agreement."

Members had identified severance, wages, bonuses, health care after layoff and holding down health care costs as key issues, and the Union delivered on each of them. Highlights of the new agreement include:

- General wage increases in both years of the contract. 3.5 percent first year and 2.5 percent in the second year. Keep in mind that GKN nationwide has frozen pay for executives and limited all others to a maximum 2 percent increase.

- \$2,000 ratification bonus.

- Retention/layoff benefit equal to four months pay.

- Option to divert some or all of retention/layoff benefit to 401K.

- Health care coverage for four months following layoff.

- Two months of outplacement assistance to help employees transition to next job.

- Health care will remain at current contribution levels throughout the life of the contract. Other GKN sites have seen a tremendous cost shift in health care coverage.

- One additional day of vacation for all employees.

- COLA will continue to be paid out semi-annually.

- Rate range minimums increased by \$2 per hour.

Negotiations for the Union were led by District President Tom Wroblewski, Aerospace Coordinator Mark Blondin, Business Reps Heather Barstow and Mark Johnson, and Communications Rep Connie Kelliher. The Union will continue to look for additional work that might fit the skill and manufacturing base of this company to potentially keep the plant open in the event the F-22 work package is concluded.



Left: Gregg Johnsen machines a part for the F-22 aft boom.

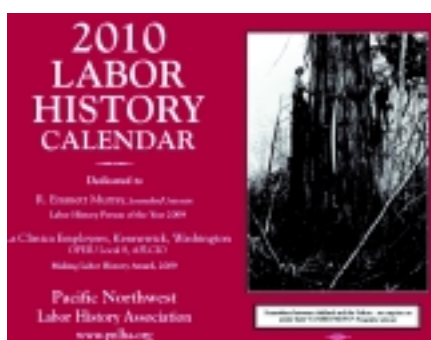


Below: Bernard Upham welds an F-22 part at GKN.



Labor History Calendar \$5

You can get your labor history all year long by purchasing a 2010 Labor History Calendar for just \$5. The District 751 Labor History & Education Committee has these educational calendars available for purchase at the Everett, Seattle, Renton, and Auburn Halls.





POLITICAL ACTION

Seattle Flight Services Fight to Protect Pilots and Save Jobs

by Mark O'Connell,
Seattle FSS, IAM Union Steward

The Flight Service Specialists of Lockheed Martin organized last spring with the International Association of Machinists. Flight Service is a nationwide operation with 725 bargaining unit members in three "hub" facilities and 10 sites across the nation. Seattle Flight Service at Boeing Field currently employs 11 members.

Flight Service Specialists provide critical safety pre-flight and in-flight services to small commercial, military, and general aviation pilots. Services include filing flight plans, providing weather and safety notice information, and initiating search and rescue when necessary. Additionally, specialists provide live weather information via radio to airborne pilots. Flight Service Stations (FSS) are the entryway and safety guardian of the nation's air traffic control system.

On November 18, 2009, Lockheed Martin announced the closure of seven non-hub sites, including Seattle, and the elimination of 150 specialists, about 18 percent of the total workforce. Closures are effective February 1, 2010.

With the help of District 751's Legislative Department, members of Seattle FSS are fighting to stay open to provide critical services to keep pilots in the Northwest safe. Members met with Congressman Jim McDermott in September about the possibility of closure and to raise concerns about safety issues under Lockheed Martin's management. Since the announcement of the closure, 751 Political Director Larry Brown has intensified efforts in both the Senate and House of Representatives to



TAKE ACTION NOW:
Complete postcards available at Union offices or go online to www.goiam.org, under IAM Activist Center, click on the link 'Tell Congress to Stop AFSS Downsizing'

request a Congressional hearing about these actions and the Federal Aviation Administration's (FAA) tepid response to the announcement.

We need your help to let Congress know that Seattle Flight Service must stay open to protect our pilots and aviation safety. Cards are available to send to Washington's two Senators, Maria Cantwell and Patty Murray, and your local U.S. Representative. See your Union Steward and complete the cards at your earliest convenience — only your name and address are needed, and the Union will pay the postage. Another option is to visit www.goiam.org and on the right side under IAM Activist Center, click on the link "Tell Congress to Stop AFSS Downsizing." Your voice will help protect this vital service and the jobs of many IAM members.

The FAA ran this function of air traffic control until 2005, when it privatized FSS in a \$2.1 billion, 10-year contract awarded

to Lockheed Martin. This is the largest non-defense contract ever awarded by the government. In 2005, FSS had 58 facilities and 1650 specialists. In the four years of its contract, Lockheed Martin closed 45 sites and laid off or offered early retirement to hundreds of specialists. Because it is a fixed-cost contract, Lockheed Martin has an inherent incentive to reduce workforce to the straining point in order to maximize profit. Now, seven additional closures are proposed, which includes Seattle.

Safety has suffered. Numbers of total services have dropped, but operational errors have quadrupled under Lockheed Martin's watch. This increase is a result of specialist unfamiliarity with local areas due to closures and consolidation.

Ray Jagers is a specialist who has briefed in Seattle for almost 25 years. If the closure occurs, more than 200 years of accumulated knowledge like his will simply disappear from the aviation community. In addition to the safety of Washing-

Members enlisted the assistance of Congressman Jim McDermott to prevent Lockheed Martin's proposed closures. L to R: Matt Colburn, Congressman Jim McDermott, Mark O'Connell and Don Wiggins.

ton pilots that he has protected for a quarter of a century, Jagers worries about specialists being laid off in this economy. "It doesn't make sense that the President and Congress are hosting job summits and looking for ways to put people back to work," he noted, "while their largest contract is laying people off."

Pilots are worried about the effects of Seattle's closing. "It's going to make life miserable for pilots," says Brian Heil, first officer for a Northwest-based regional airline. "We fly to a lot of small airports in the Northwest and rely on Flight Service for first-hand knowledge of weather and locations. Someone in Arizona is not familiar with us and won't understand."

Jim Owenby, safety officer for a regional airline, worries about pilots attempting to brief themselves on the Internet. "Briefer's expertise and experience cannot be substituted for down-loaded weather from the Internet," he said. He is also concerned about the lack of local area knowledge of weather patterns and airport conditions of briefers far removed from the pilot's location. "Briefers are not going to have intimate knowledge in areas they will be working. It's a formula for trouble," he said.

Northwest pilots prefer Seattle briefings due to knowledge of unique localized weather conditions caused by the Pacific Ocean and the Cascade Mountains. Private Pilot Jeff Jorgenson of Seattle said, "If I call Flight Service, I expect to talk to someone who knows where I'm going." Jorgenson continued, "Hubs don't have the capacity to understand all of the diverse weather patterns

Continued on page 8



Photo courtesy of Bill Burke, Page One Photography

IAM GVP of Transportation Robert Roach Jr testifies before the National Mediation Board on the need to revise election rules for airline and rail workers. Under current rules, anyone who does not vote in the election counts as a 'no' vote against Union representation.

NMB Rule Change is Historic Opportunity for Unions

More than 30 people spoke at the National Mediation Board's (NMB) public hearing in early December on the proposed rule change to implement a fair representation election voting process for air and rail workers.

Current NMB rules count eligible voters who do not participate in the election as having voted against union representation, explained IAM Transportation GVP Robert Roach, Jr., who testified on behalf of present and future IAM members. So you begin each election with everyone down as a 'no' vote.

"The NMB should support a process where each person has the opportunity to choose for themselves if they want to vote 'yes' or vote 'no', and those who abstain from voting for whatever reason do not influence the outcome of the election," said Roach.

The IAM is encouraging all members and family members to contact the NMB and support this long needed rule change,

which is critical to workers' rights as more and more airlines merge.

Under the proposed rule change, union representation elections will be determined in the same way that American voters choose their presidents, senators and state legislators — by a majority of voters who choose to cast ballots.

Airline executives and their corporate allies are mounting an intense campaign against the rule change, which would close a loophole they hoped to use to de-unionize large portions of the highly unionized airline industry.

With progressive issues like health care, the Employee Free Choice Act and regulation of the financial industry mired in partisan wrangling, the NMB proposal to strengthen voting rights for transportation workers stands out as a golden opportunity to quickly achieve positive change for workers in an industry that desperately needs it.

Trade Adjustment Assistance Secured for Laid-off Boeing Workers

Several thousand laid-off Boeing Co. workers have been granted additional federal assistance under the Trade Adjustment Act because of action taken by the International Association of Machinists.

The Act provides special assistance to workers who have lost their jobs due to foreign competition. This ruling covers Boeing workers at plants throughout Puget Sound and in Portland, OR, who were laid off on or after May 22, 2008. The benefits will be extended to cover any workers laid off over the next two years.

District 751 hosted more than a dozen orientation sessions in December for laid-off Boeing workers who now are eligible for federal job retraining benefits.

"The Machinists Union is dedicated to helping improve not just the lives of our members, but others throughout our communities. Even though only a small portion of our members (a few hundred) will be eligible, TAA provides a substantial safety net for other Boeing employees impacted by layoff. We hope word gets out and those affected will take advantage of these tremendous benefits," stated District 751 President Tom Wroblewski.

The Trade Adjustment declaration

means that laid-off Boeing workers — including those who aren't Machinists Union members — may be eligible for a range of federal benefits, which can include:

- Up to \$16,000 for training (if needed) for an in-demand industry;
- An additional one to two years of payments similar to unemployment insurance if a laid-off worker needs it to

finish training or find employment (up to 156 weeks);

- An 80 percent tax credit on healthcare coverage premiums;

- Job Search assistance including help to cover travel expenses to a scheduled job interview and up to \$1,500 in job search allowances.

- Support to help relocate to a new job; and,

- A partial wage subsidy for workers over 50 who are re-employed in a lesser-paying job.

Trade Act benefits are administered in Washington by local WorkSource offices. For details on how to apply, contact your nearest WorkSource office or go online at www.go2worksource.org. Information also is available from the Department of Labor online at www.doleta.gov/tradeact.



Business Reps Chuck Craft and Bretty Coty attended training on Trade Act benefits.

Steward's Persistence Delivers \$1,500 Back Pay

787 Union Steward Allen Neph is continually helping members in his area with contract issues. Recently, he had the chance to assist a fellow Union Steward who was not being compensated at the proper pay rate.

As a result of Allen's efforts, Union Steward Joel Hetland received a pay adjustment and back pay of over \$1,500 to correct a 22 cents an hour error that had compounded since his rehire date in January of 2007.

"I appreciate having Union representation to pursue this issue on my behalf—especially after so much time had passed. While 22 cents an hour doesn't sound like much, it adds up and continues on each pay check going forward," Hetland stated. "This is something I feel other members should look into if they have been laidoff and are rehired. Boeing may

not get the rate right, but the Union can help correct it. There are probably a lot of others in the same situation."

Hetland originally hired into Boeing in 1997 before getting laidoff in 1999. He rehired in 2007 and questioned the rate, but was told it was correct.

"It had been so long since I worked at Boeing, I decided not to push the issue," Hetland recalled. "I came back to Boeing because they had great benefits—not for the wages. But after Allen asked several times, I decided to have him look into the matter."

After HR told Neph the pay was correct, he pursued the matter with compensation who reviewed Hetland's work history, determined there was indeed a discrepancy, and ordered the adjustment and back pay.

Business Rep Brett Coty applauded



Business Rep Brett Coty (l) and Steward Joel Hetland (center) thank Steward Allen Neph for his efforts that delivered Joel \$1,500 in back pay to correct a pay issue.

Neph's persistence, "I know as a Steward Allen Neph has corrected this type of error for several other members. If he believes the pay amount is wrong, he simply won't take no for an answer and will continue to move it up the ladder until he gets it resolved."

"As a Steward, I am just a small cog in the wheel, but like Allen, I am here to help.

Nearly every week as a Union Steward I put the skids on vendors doing rework to keep our jobs secure," stated Hetland. "Members need to communicate with their Stewards to ensure the Company lives up to their end of the contract. Anyone who has been rehired should double check to ensure they receive the proper pay rate. That is the value of Union membership."

Celebrating the Historic First 787 Flight

Continued from page 1

Many of the members talked about having to deal with problems caused by the 787's suppliers.

"We've pulled fasteners out of holes that are supposed to be .190 (inches) and they're .215 or something," said Steve Menli, a veteran 787 mechanic. "It's just been tearing it apart and putting it back together—many times."

Those constant changes to fix the suppliers' errors have made things very difficult for inspectors, said member Manuel Gross, who was recalled from layoff almost two years ago to do 787 Quality Assurance.

With Boeing's legacy airplanes, there is a defined set of drawings to work against, he explained. But with the 787, the drawings have been continually changing.

Gross noted that mechanics would install a part that he'd certify as being correct. Then a few weeks later, they'd remove that part to do some other re-work. In the process, the drawings would change and the part couldn't be reinstalled because it was no longer certified.

"I can't just reinstall that part once we do the removal," he said. "It takes a while to prove that part is supposed to be there, and it was installed the way it was supposed to be installed. It's very complex. It's a complex airplane and it doesn't seem like they (management) understand it's complex."

On the other hand, 787 workers in Everett praised the skills of their Union brothers and sisters who contributed to the program.

"We've got a lot of support from the grind shop, and a lot of support from Auburn, making our parts," said Paul Schubert, a 787 Steward. "Tooling has been really phenomenal, coming up with our tools. Those guys are wizards."

Older Machinists, such as tool room lead Melinda Hulse, said they'd worked hard to mentor the many new hires Boeing brought in for the 787 program.

"We always ask them the right ques-



Member Randy Brevick (far left) said "It was nice to watch something you've worked on go up in the air." Everett employees applaud as the 787 successfully landed at Boeing Field. Thousands watched on monitors throughout the factory.

tion to make sure they get the right tool for the right job," she said.

Other Boeing employees—like our brothers and sisters from SPEEA—also performed well, members said.

Member Mike Fox described how he worked closely with SPEEA engineer Bill Bush to solve problems with the leading and trailing edges of the wings. That work paid off when the plane left the ground, Fox said.

"Oh hell yeah," Bush exulted. "It's not a 3-D animation for a change."

All the delays had dampened enthusiasm in the days before the first flight, said Hulse.

There is a mood," she said. "We're holding back. We went to the rollout and then nothing, and then they had the taxi thing, and then nothing. There's been a lot of let-downs."

All that changed when the plane finally flew, and not even the winter weather could cool members' enthusiasm, said Brett Coty, the Business Rep for the 787 workers.

"I have a lot of faith in the work our members do," he said before the flight. "That plane's going to fly and it's going to do well and our members are going to be proud."

That was certainly the case, said 787 mechanic Daovone Vannaxay, who spent two hours shivering so she could see her first jet fly.

"It was so cool to see your hard work flying," she said. "It was worth it, once it was up. It was worth all the hard work."

Fox agreed. "We waited 2

1/2 or three years for this," he said. "I wasn't going to miss it, even if I was on vacation."

"It was a once-in-a-lifetime opportunity," added Becky Carlyle, a longtime 747 mechanic who transferred over to the 787. "I felt like I was really part of



District President Tom Wroblewski (r) gives his reaction to local reporters.

something new."

Dignitaries had a lot to say after the first flight. U.S. Senator Maria Cantwell called the Dreamliner the latest in a "long list of break-

Boeing aircraft created in Washington," and she praised "Boeing's exceptionally productive and skilled workforce in Washington state who made this historic first flight a reality."

Many—including Boeing Commercial Airplanes CEO Jim Albaugh—praised the work Union workers did to make it all possible.

"Today's a day to celebrate," said District 751 President Tom Wroblewski. "We've had a lot of disappointments and disagreements during the Dreamliner's development, but today we celebrate together. Our members did an outstanding job and overcame some incredible challenges, and I couldn't be more proud of them. The 787 wouldn't be flying today without the dedication, skills and devotion of our members."

With the first flight concluded, second shift showed up on time ready to work.

"We're trying to get the next one up," said Vannaxay. "We've got to keep going."

But they still took a moment to reflect on what they'd achieved.

"It's the first composite airplane," said Stieben, the Steward. "It's a huge deal. It's bigger than what we realize."



Local 1951 President Ken Howard teaching a safety class at the HAMMER Training Center to ensure new hires have the skills and knowledge to perform their work in a safe, effective manner.

Stimulus Dollars Boost Hanford Employment

Continued from page 12

of the few places to train their own workers onsite. That is a testament to our Worker Training Program. It is great to see a buildup of new faces on the site. Nearly every bargaining unit here has seen their numbers grow thanks to the federal stimulus dollars—including Machinists Union members."

Senator Patty Murray recently visited the HAMMER Center to see how some \$1.96 billion in stimulus funds are being spent.

Earlier this year Department of Energy's Environmental Management Assistant Secretary Dr. Ines Triay also toured the site to observe how the stimulus funds were being used and sat in on several of the HAMMER training courses. The goal is to reduce life cycle costs, speed up cleanup and reduce the overall footprint of Hanford.

The hiring at Hanford has spilled over into the rest of the community, creating demand for retail goods and leading to a tight market for rental housing. The result? Benton and Franklin counties had some of the state's lowest unemployment rates in October, at 5.7 and 6.3 percent, respectively. The statewide average was 9.3 percent that month, and nationwide, joblessness was at 10.2 percent.

Hanford employment is expected to peak in 2010.



Photo courtesy of Boeing media
The 787 took flight at 10:27 am on Dec. 15.

FABulous Work at Auburn on the 787

Continued from page 1

ing in an area where one-of-a-kind and last-minute parts are continually being manufactured.

Members in Auburn continually update their skills, learn new programs, and implement new processes to remain on the cutting edge and ensure they remain the best at their trade. Boeing has also invested in the site by purchasing machines like the three spindle machines, which recently utilized all three spindles for the first time to assist with 787 parts in an effort to get the plane back on schedule.

When members in A-3250 were given an opportunity to take on additional 787 work, they willingly accepted the challenge and regularly volunteer for overtime – even on holiday weekends.

“Anything we can do to help. We want

complex airplane parts. Most employees are classified as N0309 and cross trained – to give Boeing additional flexibility and members the opportunity to work on a wide range of challenges.

As a result of this tremendous skill base, AMEO has become one of the top suppliers for both the 787 and 747-8 programs.

“We have to be innovative and make some parts from dash M tags rather than using engineering drawings to get them right,” stated 35-year member John Woodward, who is also a team leader. “This is only possible when you have years of experience. The true skills are making it work and knowing how to work around any problems you encounter, which is why the parts were sent here to begin with.”

“Initially, we were not supposed to make any 787 parts, and Auburn had virtually no budget for that plane. Now I hear we are the chief supplier of emergent parts. It speaks to our skills and commitment,” Woodward added.

Because they have the best capability to support the programs and mitigate late engineering change activ-

ity and/or to replace parts that have been damaged, these shops have seen additional work. About 80 percent of the work in AMEO is vendor non-support – regardless of the airplane program. Because it is emergent, there is very little repetition in their work – making their job more interesting and challenging.

“We do just about everything. There are so many miscellaneous jobs we never see again. We learned to multi-task to be more efficient. While running a program, I work on the next part of the process,” noted 31-year member Thomas Martinez. “Sometimes I get so focused it is like I am inside the machine working, and I tune out the rest.”

“The work here is never the same from day to day. They only want one or three of the same parts at the most, but it is always challenging and interesting. We can make anything, and everything is needed yesterday. You get to make something and see the progress instantly. The sooner they get it, the happier they are,” noted 20 year member Kelly Mayer.

In the 17-45 East Finish Shop, members stepped forward to help with the wing-to-body join parts for the 787. Al-



Kelly Mayer (l) explains a program for a one-of-a-kind part to Business Rep Heather Barstow. As a result of the tremendous skill base, Auburn Machining and Emergent Operations has become one of the top suppliers for both the 787 and 747-8 programs.



Steward Johnny Davis (l) and Scott Stueber (r) show Business Rep Mark Johnson improvements in fabricating the 787 heat shields.

to get the 787 flying and certified. That is why we are here,” stated 751-member Julio Colon.

Bruce Anderson, who has worked on 737, 747, 757, 767, 777 and AOG on 707 and 727, reported, “We are team players and want the plane to be successful. Boeing’s reputation is on the line. With 32 years at Boeing, we all have a big stake in the success of that and every airplane.”

“With all the new technology and computers, 787 work is a bit more challenging. Everyone had to learn new software,” Anderson added. “QTTP delivered the training, and our members used educational benefits for on-hour training. In addition, we have new machines that we can program and run multiple jobs at the same time – giving us greater efficiency and capability.”

The need for emergent support (especially with the new airplanes) highlights the importance of Auburn’s Machining and Emergent Operations (AMEO). Since the Auburn plant opened in 1966, it has become the industry leader with a reputation for quickly delivering unique quality parts. Like the other shops in Auburn, members in AMEO have extensive experience with the least senior person having at least 20 years building



Above: Bruce Anderson sets up a program.



Photo Left: L to R: Glenn Lahde, Ron Cimmer and Kelly Peterson discuss changes to a part.

though this 787 work is very labor intensive, they willingly took it on in addition to their regular work, which has meant lots of overtime and weekend work.

After the first sets, there were more design changes. Since then, the crew has dramatically improved and refined the process with each new part to become more efficient. One member noted, “We want to prove we deserve this work. The longer it stays here, the better our chances and the more we can make improvements.”

Word has it that the East Finish Shop will be building these parts through at least Airplane 37. Members would like to see it become permanent.

Loretta Castillo, Karen McCloskey, Dave Sichmeller and Perry Fernau are other members in the East Finish Shop helping with the wing body join parts. Credit must also be given to Team Leader Neal Corsack whose knowledge, experience and assistance early in the process ensured the tight schedule was met.

“It is great to be a part of the 787 airplane. When I heard the news that the plane flew with the part that I worked on – it makes you feel good,” said Castillo.

Union Steward Jim Rice reported, “Everyone was glued to their computer screen to watch the first flight. Then at 10:27 a.m., loud shouts, high fives, and fist bumps erupted throughout the shop. Everyone was proud that the parts they worked on made a difference and they helped make it successful.”

The 17-68 building has members who work full-time on 787 production parts rather than working on emergent parts or vendor fixes. In the Super Plastic Forming (SPF) shop, our members build the 787 heat shields and tail cone muffler. Members here are classified as cellular technicians, which gives Boeing more flexibility and allows members to run multiple ma-



Julio Colon works on a part in A-3250.

chines.

Like other shops, members in SPF are continually updating their process to be more efficient. Since producing the first 787 heat shield, they have gone from making it in two pieces to a one piece shield.

“When the heat shield was in two pieces, it had to be assembled. We decided to simplify the process – saving time and money,” said Union Steward Johnny Davis.

This is the only shop at Boeing that does this type of super plastic forming work. “We were allowed to bid on 787 work, and we were chosen because we were the smart business decision,” said 751 member Scott Stueber. “Other companies have the capability, but not like us. We are the only ones who can

keep up with the rate and have capacity. We’re ready to take on additional work and look forward to the opportunity.”

Members remain anxious to continually expand their role in both current and future airplane models. Machining complex parts, learning new software, utilizing robotics, and cell manufacturing are all ways Auburn stays at the cutting edge for Boeing Fabrication and ensures their continued success.



Mike Crawford works on a 787 heat shield.



Shop A-3250 has stepped up to help with 787. L to R: Business Rep Heather Barstow, Steve Steelsmith, Steve P. Jones, Julio Colon, Bruce Anderson, Kelly Peterson, John Lopez, Glenn Lahde, and Don Kosai.

Luau Delivers for Tsunami Victims

A packed house at the Seattle Union Hall escaped the dreary Seattle winter and for several hours were transported to the tropics as 751 hosted a luau. The event was organized by employees and managers in the Everett Wire Shop to raise money to assist victims of the recent tsunami in Samoa. To date the event raised \$8,000 for World Vision and more money was still coming in. Boeing agreed to match what the luau raised.

District 751 member Ioane Fanene had five members of his extended family killed in the tsunami, as well as many childhood friends. The event was a way people could come together to help the victims.

Those who attended were treated to a delicious roasted pig dinner and tropical foods, authentic music, as well as hula and fire dancing. The hula dancers invited some to go on stage and learn the hula, which entertained everyone!



Both the hula and fire dancers put on a great show.

Left: Steward Ray Meduna and Fe DeJesus were among the many attending.



When they pulled people on stage to learn the hula, Steward Wilson "Fergie" Ferguson stole the show with his grass skirt and coconuts.



Business Rep Jon Holden had his entire family at the event. His wife Phoeur works in the Everett wire shop.

Shoot for a Cure Raises Thousands for Leukemia

District 751 was the host and primary sponsor of the first-ever Union Sportsmen's Alliance (USA) "Shoot for the Cure" sporting clays shoot. The event was held in November at the Summer Sportsmen's Association. It attracted 63 shooters from Unions around Puget Sound, and raised \$21,000 for leukemia research and wildlife conservation.

District 751 was represented by 11 shooters at the event. The District's donation was made in honor of the late Jimmy Darrah, who died in August after being diagnosed with leukemia. Darrah, who was the District's grievance coordinator at the time of his passing, was an active outdoorsman.

Photo right: Local C President John Lopez takes aim.



Below: Stosh Tomala (foreground) sends a clay flying for Jay Carterman to shoot.



Above L to R: Business Reps Don Morris and Jon Holden watch as Tom Wroblewski takes a shot.



District Sec-Treasurer Susan Palmer takes aim while Business Rep Heather Barstow waits her turn.

Photo right: Business Reps Joe Crockett (l) and Ron Bradley were on the same team.



Various Events/Fundraisers Bring \$\$ for Guide Dogs

Throughout the year various events were held to raise funds for Guide Dogs of America. Here are just a few of the results from recent fundraising events.

Overall District 751 was the top contributor for 2009 giving an impressive \$228,700 - a new record for 751.



Local C presented a check to Guide Dogs for \$12,890 from their various fundraiser. L to R: Susan Palmer, Dave Henry, Tom Wroblewski and John Lopez at the check presentation. Winners in the Local C holiday raffle were: \$1,000 gift card - Keight Zanghi. \$250 gift cards - David Callahan and Patrick Kerrigan. \$125 gift cards - Michelle Erickson and Mike Ballew. Fred Meyer \$20 gift cards - Dan Briones and Vickie Klingman.



Above: Steward Brent Sanchez (l) sold Paul Edwards (r) the winning big screen TV ticket for Local A's holiday raffle. Member Mark Flanders (not pictured) won the Wii game system.

Machinists O...

Throughout the year, 751 members donate thousands of hours of volunteer time to make the community a better place to live and to help others. As the year winds down, the Machinists Volunteer Program (MVP) ramped up its efforts to help others.

When the City of Auburn called requesting volunteers for emergency sandbagging along the Green River to prevent potential flood damage, our members responded in force for this very physical project.

On another weekend, volunteers spent a day cleaning barrels for the Salvation Army toy drive and preparing tags for the giving trees.

Wearing Machinists Union colors volunteers descended on Westlake Center on Friday, December 4 to assist the Salvation Army with holiday bellringing during the annual Figgy Pudding Caroling Contest. Streets closed for the festivities and Machinists rang bells on every corner to collect money for this worthy charity.

On Saturday, December 5, Machinists were again out in force to help with the annual King 5 Northwest Harvest Food Drive at the Everett Mall, Tacoma Mall and Auburn U.S. Bank. Over 100 Machinists turned out to help despite the extremely cold weather and with the incredible outpouring of generosity, every volunteer was needed to handle the donations. The one-day event raised over \$184,000 (and still counting, thanks to U.S. Bank's branch food and fund raiser) and 250,000 pounds of food, totaling 1,063,308



Above: Joe Smith stands among the thousands of sandbags.

Below: Steward buildup a sandbag wall to protect nearby apartments from flooding.



While sandbagging was strenuous work, Stewards enjoyed helping to prevent potential flooding. Steward Gordon Talmadge noted, "I ran into some people I went to school with, and we reminisced about old times while helping others."



Carlos Lopez was one of many who responded when the City of Auburn requested sandbagging help.



Offer Helping Hands Throughout the Region

751 Volunteers filled the staging at Westlake Center before taking the Salvation Army kettles out to collection sites in the area.



Above: Ron McGaha (center) donated his change from the entire year to the Salvation Army Kettle that Paul Burton (l) and Cliff Goetsch were staffing.

meals for people in need across Washington. Steward John Lisper noted, "Northwest Harvest was a blast – very, very cold but lots of fun. I could not believe the turn out both volunteers and donations. That's a big deal. I will be going back every year. I have been a Steward for 12 years, and this was the first time for me. I ended up staying from 7 am to 1 pm."

- Other recent community projects involved:
- Building 12 wooden storage shelves for the Volunteers of America warehouse in Everett.
 - Preparing and serving meals at both the Tacoma Rescue Mission and the Everett Gospel Mission.
 - Adopt-a-Road cleanups.
 - Constructing wheelchair ramps for area residents.
 - Assisting KSER Public Radio with a station cleanup.

Events are as varied as our members. The goodwill continues long after the projects are complete – showing the community we are here to help!



Above: Mike and Susan Cummins brought their grandson Kellen to help.



Photo left: Soliciting NW Harvest donations at the Auburn collection site.



Below: Stewards took a break from sandbagging



Photo left: Volunteers at the Everett Mall haul donations received to feed the less fortunate.



Members carried boxes of food donations to the Northwest Harvest trucks at the Everett Mall.



Some of the 751 volunteers helping with the King 5 Northwest Harvest Food Drive at the Auburn location on December 5.



Above: 751 volunteers who constructed storage shelves at the Volunteers of America warehouse.



Photo above, right and below: 751 Volunteers at the Tacoma Rescue Mission on various weekends.



Photos left and right shows our volunteers building the storage shelves.



George Braun and Brian Pankratz making food at the mission.

Montgomery Ward's Not-So-Merry Christmas in 1944

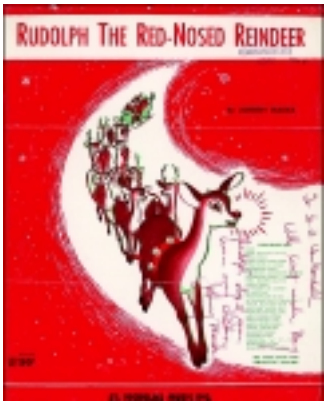
by Rosanne Tomy

The Christmas season brings with it many things. There's the music. There's the eggnog. Sometimes there's even snow. But, more than anything, Christmas in America means shopping. And retail stores all across the country wait eagerly to cash-in on the merry season of giving. Unfortunately for one retailer, Montgomery Ward & Company, the Christmas season of 1944 brought with it some strong lessons as well.

Founded as the world's largest catalog retailer in 1872, Montgomery Ward & Company was a household name for decades. Known also for its "unveiling" of Santa's favorite helper, Rudolph, in its 1939 Christmas catalog, the company was the retailer to beat in catalog-order retail sales at the beginning of the twentieth century. A leader in retail even during the Great Depression, Montgomery Ward employed over 70,000 people by the early 1940s.

Led by Sewell Avery, an anti-New Deal businessman bred of lumber barons in Michigan, the retailer refused to sign contracts with employees in early 1944. Avery, who fought against unions at all costs, found himself in a bitter struggle with the President and the National War Labor Board in April of that same year. It was his staunch and illegal anti-labor

Once an industry leader, Montgomery Ward never regained the strength it saw prior to WWII and Sewell Avery's anti-labor actions.



Rudolph the Red-Nosed Reindeer was introduced in a 1939 Montgomery Ward catalog insert. Robert L. May, who created Rudolph's cartoon and wrote the famous story while employed at the catalog store, wasn't given any rights to the story until 1947.

stance that would ultimately make the Christmas season of 1944 a nightmare for his company.

In 1942, President Franklin D. Roosevelt created the National War Labor Board in an attempt to avert strikes in critical industries that supported the war effort across the country. During WWII, Montgomery Ward & Company was relied upon as a supplier of clothing, auto parts, and many other items considered critical to winning the war overseas.

Just two years later, in 1944, Avery refused to recognize the agreements that the United Mail Order, Warehouse, and Retail Employees' Union had prepared the year prior. After multiple orders to comply that were sent by the National War Labor Board went ignored, Roosevelt called on the Army National Guard to seize the company's main plant in Chicago. As they seized the plant on April 24, the National Guard was forced to physically remove a livid Avery, who screamed "let go of me, you New Dealer!" A photograph of the chairman being carried out of his office ran in newspapers nationwide, and sent a strong message to employers that there would be serious consequences for any company that opposed workers' right to organize.

In response, Avery told the media "...the government has been coercing both employers and employees to accept a brand of unionism" and that govern-

ment actions to enforce collective bargaining agreements and workers rights were only a disguise for leading the nation into a government of dictators."

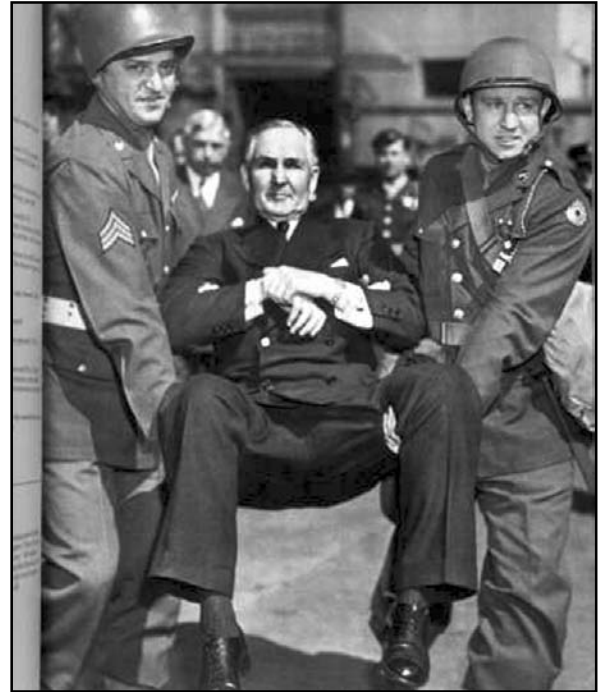
Thinking that Avery had learned his lesson, the Chicago plant was returned to management in May. But it didn't take long for Avery to move forward with more illegal, anti-labor activities. Later that year, the Congress of Industrial Organizations (CIO) won an election at the Chicago location only to be ignored by Avery.

Still dismissive of government authority and flip-pant about his duty to treat workers fairly, Avery ultimately forced President Roosevelt to seize Montgomery Ward facilities across the country. By December 27, locations in New York, Michigan, California, Illinois, Colorado, and Oregon were all officially seized by the Secretary of War. On December 28, the army seized all catalog operations in Chicago, resulting in an order pile-up of 10,000 per day.

Though Avery regained control of Montgomery Ward & Company as the new year began, the experience taught top board brass a tough lesson. By the close of 1944, the retailer saw year-end sales figures that showed Sears, Roebuck & Company leading Montgomery Ward by nearly 40%. For the first time since the company's foundation, it was falling behind its two largest competitors, Sears and JC Penney, in overall sales. And the board knew exactly who to blame.

Associate General Council to the AFL-CIO, Damon Silvers, wrote that, because of the actions that led to its seizure, Montgomery Ward was "the Wal-Mart of its day."

After the end of WWII, Avery continued to conduct business in a way that both the union and the board considered out of touch. And, though it took a de-



Sewell Avery, chairman and president of Montgomery Ward, being physically removed from his office in 1944 by the National Guard after defying a Presidential order. The photo ran in papers nationwide and sent a strong message that the unfair treatment of workers would not be tolerated.

cade until he was replaced as president and chairman, in 1954 his previous indiscretions came back to haunt him. Exactly ten years after the government seizure of Montgomery Ward & Company, Avery resigned in the face of a certain unseating by fellow board members. He was replaced by John Barr who would never be able to regain the strength the company had seen prior to Avery's anti-union leadership.

This Christmas, as we walk the local malls and supermarkets looking for that perfect meal for big family gatherings, the perfect red dress for our youngest girls and that perfect video game for our oldest boys, we should remember the strength of the unions that made it possible for retail workers to organize. We should remember the president that made retail workers and others all over the country a priority during the Christmas season. And the movement that made it possible for retailers to see such sales by helping everyday working people earn wages and paid time off that allows them to celebrate the holidays as they should be celebrated: with family.



McGinnis Receives 'Heart of Bates' Award - Machinists Scholarship Endowed

Retired 751 Business Representative and Joint Programs Executive Director John McGinnis was recently honored with the "Heart Of Bates Vision Award".

The award was presented at the Bates Technical College Foundation Annual Banquet "for an individual whose efforts contribute to the growth of the college and the community." John has been a longtime supporter of career and technical education in the State of Washington and at Bates Technical College. John was appointed to Bates' Board of Trustees as the Labor Representative from 1991-94. He also served on the Washington State Workforce Training and Education Coordinating Board from 1997-2005.

Although retired from the Machinists Union, he continues to promote education and currently serves as the Chairman of the Bates General Advisory Committee - assisting the president of the college. In addition, John is a member of the Bates' Machinist Advisory Committee and the Machinist Joint Apprenticeship Program.



Secretary-Treasurer Susan Palmer (l) and District President Tom Wroblewski (r) congratulated John McGinnis on the "Heart of Bates" award and announced the establishment of an endowed scholarship to support qualified students at Bates Technical College.

When receiving the award John stated "This Heart of Bates Vision Award is a meaningful tribute recognizing my leadership and ability in a long career of activism in this community and the State. I am deeply humbled by this great honor."

In conjunction with the ceremony District 751 President Tom Wroblewski announced the establishment of the IAM 751/McGinnis Family Scholarship - an endowed scholarship to support quali-

fied students at Bates Technical College. The McGinnis family and District 751 jointly contributed \$12,000 to the Bates Foundation, which will provide student assistance indefinitely into the future. Interest earned on the endowment will allow for a \$500 annual scholarship to be awarded, which can be used to cover tuition, books or tools. Students in the machinists and sheet-metal programs are eligible. The foundation hopes to increase the payout over time.

District President Tom Wroblewski presented the Union contribution at the banquet and stated, "We are happy to be able to present this gift to Bates in recognition of John's service and look forward to meeting the first scholarship recipients, who will be announced this spring."

John thanked District 751 for their participation in this endeavor. Personal contributions to this scholarship can be made to Bates Technical College Foundation, 1101 S. Yakima Ave, Tacoma, WA 98405, Phone: 253-680-7160



Lockheed Martin has proposed closing the Seattle facility, affecting 11 members and could dramatically impact flight safety for this region.

Fighting to Save Seattle Flight Services Jobs

Continued from page 3

in an area as large as the west."

The Department of Homeland Security and the Department of Defense have issued increased security measures and flight restrictions for the 2010 Vancouver/Whistler Olympics for pilots coming through Seattle from around the country and the world. Seattle FSS is scheduled to close three days after these measures go into effect.

Furthermore, no other facilities are capable of backing up the western hub in Arizona in case of system failures or emergencies. "I think there is a genuine disconnect when you try to manage something this large from that far away," Jorgenson said. "There is too much room for error."

RETIREMENT NEWS

A Festive Feast for the Holidays

Hundreds of 751 retirees kicked off the holiday season by attending the annual retired club Christmas luncheon on December 14. The Seattle Hall was packed and retirees enjoyed a delicious turkey lunch, festive music, reacquainting with old friends and making new ones.



Betty Degerstrom and James Evanson wore santa hats



Retirees enjoyed a delicious turkey lunch complete with the trimmings and pumpkin pie.



Helen and Leroy Miller announced their 60th wedding anniversary at the luncheon. Their anniversary is Dec. 18.



Hundreds of prizes were donated to help kick start the holiday season.

Photo right: Terry Holm and his mom Clarissa 'Chris' Holm who was a Rosie the Riveter and is featured in October of the 2010 Women In Industry calendar.



Teresa Moore was festive in her candy cane hat posing with Frank "Bob" Agnew.



Liz Menzel selected wine glasses when her number was drawn in the prize raffle.



Retirees enjoyed holiday music before the formal program began.



The Seattle Union Hall was packed for the annual event.

Walt Berg Passes at Age 90

Walter Berg, who served as both President and Secretary-Treasurer of District 751 and was a member for more than 50 years, passed away on Oct. 24 at the age of 90.

The son of Swedish immigrants, Berg was born on Dec. 19, 1918, in Harper, Wash.

Berg hired on at Boeing in 1940, working as a structural mechanic. He was active in the Union, holding various Local Lodge leadership positions from Steward to Local Lodge President and District Council Delegate.

In 1957, Berg ran unopposed and was elected District Secretary-Treasurer.

In 1965, it was a time of turmoil. District President John Sullivan suffered a heart attack and died the same day as Union members gathered to approve the contract and end a 19-day walkout.

Berg led the Union through the aftermath, and continued as District 751 Presi-

dent through the successful contract talks of 1968, where the Union won pension improvements, wage and cost-of-living increases, and the first Boeing dental plan.

Berg believed it was important to have the Union involved in the political system at both the federal and state levels and continually lobbied for workers' issues.

Berg was the Union's leader during the launch of the 747 program – and during the dark days that followed Congress's decision to kill the Super Sonic Transport, which led to the "Boeing Bust" of 1970-71.

Berg lost his re-election for District President in 1970, but continued on as a Local C officer and District Council delegate, and was later appointed to be a Grand Lodge Rep, a post he held until his retirement.

Berg retired from Boeing in 1981, and from the IAM in 1990 – after collecting his 50-year pin. He spent the rest



Lobbying for jobs and support of the Supersonic Transport in the late 1960's: L to R: 751 President Walter Berg, 751 Sec-Treas. Ray Johnson and IAM Leg. Director George Nelson.

of his years at his home in Gig Harbor, with his wife of the past 30 years, Arlene.

Remembering Long-Time Business Rep Jerry Shreve

Jerry Shreve, who served as a Union Business Representative from 1981 through January 2004, passed away on December 4.

Jerry hired into Boeing in June 1955 and worked for over 25 years as an Electronic and Mechanical Inspector. He was featured on the cover of the February 14, 1966 edition of *Aviation Week & Space Technology* while working on the Lunar Orbiter.

Immediately after hiring into Boeing, Jerry became active in the Union and began working his way up through the leadership ranks – serving as Union Steward and holding various Local Lodge



Jerry Shreve served as BR from 1981 to 2004.

positions, including Local E President, Recording Secretary and District Council Delegate.

In 1981, he was elected as a Business Representative and enjoyed serving the membership full time and working to protect their rights and ensure the contract was enforced. Jerry was re-elected to five additional terms until he retired in February 2005.

Although Jerry was perceived by many to be soft spoken, co-workers at the Union described him as tenacious and passionate when fighting for the rights of a member.

Union Retirees:

Congratulations to the following members who retired from the Union:

- Dennis G Anderson
- Andrew Andringa
- Dennis M Anthony
- Roger W Beck
- Patricia D Briggs
- Joe S Brinkman
- Ronnie R Burtis Sr
- James W Eagan
- Rodney W Fowler
- Duane A Harper
- Cherly J Healy
- James L Holt
- Sharon L Hopkins
- Hernan A Hoyos
- Robert D Jasper
- Alvina R Kittelman
- Paula J Lauterbach
- Craig D Le
- Gerald E Lindsay
- Kristin E Love
- Ricky A Ludington
- Rosie M Mack
- Ronald S Musolf
- Donald J Nichols
- Joseph P Ryan
- Timothy D Valvoda
- Robert L Woodruff
- Denis E Youngson

WANTED: KITCHEN HELP FOR 751 RETIRED CLUB
 Help is needed in the kitchen for Retiree Business Meetings that take place every second Monday of the month at 11AM. Additional help can be used each Monday. A small stipend is offered. If interested, please call 206-764-0340

FREE WANT ADS FOR MEMBERS ONLY

ANIMALS

TOY POODLES, just in time for Christmas, two black female puppies, adorable, playful, loving, 2 months old, shots, dewormed, \$325 each. 360-691-5890

DOG HOUSE, never used, 2 years old, paid \$110, will sell for \$90 or best offer. 206-772-3074

WANTED: Free cats for retired member. If you have any cats you would like to give away, please give me a call on 425-251-8168. I love cats. I have a large garage, which cats have access in and out of, as well as a large wooded area and outbuildings. The perfect home for cats.

SCHNAUZER PUPPIES, ready for Christmas, AKC reg., tails docked, see pix on Kijiji Auburn Area, \$600 for females, \$500 for males. 253-833-0842

COTTAGE INDUSTRIES

AFFORDABLE PROFESSIONAL PHOTOGRAPHY, Studio J Images is a local photography company offering professional wedding, anniversary, engagement, pregnancy, family, graduation, and specialty photography. All digital packages available or design your own package. Flexible, reliable, and eager to be a part of your event or special occasion. Ask about our **SPECIAL FOR MACHINISTS MEMBERS**. More information and slideshows at <http://studiojimages.net/> or call Beth at 402-730-8663.

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

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

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

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

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

TATTOO SPECIALS of the month, all Boeing employees and families 25% off, Underground Tattoos. 253-590-3892

ELECTRONICS & ENTERTAINMENT

WURLITZER ORGAN 435, funmaker special, Mediterranean pecan, work books and music, \$110. 206-937-8731

COMPUTER SET, older, has Windows '98, 10GB, 192MB Ram, no internal modem, but has Ethernet connection port, comes with monitor, tower, keyboard, mouse, and speakers, all in excellent working cond, \$75. 425-432-6134

HOUSING

HOME FOR SALE, 3BD/2BA, living, dining room, 2 car covered carport, storage shed, 2 years old, \$78,000 cash. Call Ron 480-654-8840

ATTENTION TO AD RULES

Each single ad must be 25 words or less. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number 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
January 12th**

1600 SF CREEKFRONT RAMBLER in 95 acre gated community, 3bed, 2bath, fireplace, covered patio and carport, deck, garage, 20 miles east of Arlington. \$175,000.

2008 VSI PARK MODEL CABIN, like new, on deeded lot in Lost Lake Resort, near Lacey, WA, tons of amenities with indoor/outdoor pool and private fish stocked lake in gated resort, for families or snowbirds, \$145,000. 425-432-6134

KONA, HAWAII oceanfront condo. Enjoy 2 Bd/2 Bath fully equipped condo - pool, jacuzzi, private lanai, DSL, color TV w/ VCR/DVD. \$1175/wk. www.banyantreecondo.com 206-938-9214

1600 SF CREEKFRONT RAMBLER, in 95 acre gated community, 3BD/2BA, fireplace, covered patio and carport, deck, garage, 20 miles east of Arlington, \$175,000. 425-743-9488

LAKERIDGE AREA HOME, for rent or sale, open floor plans, newly remodeled, six minutes to Renton Boeing, Harley riders get reduced rent, \$950/month or \$219 owner contract. 425-679-1839

FURNITURE AND APPLIANCES

ANTIQU TRUNK/COFFEE TABLE, carved elephants on four legs, copper bindings riveted, \$110. 206-937-8731

ANTIQU ARMOIRE, metal, four-way mirror, wash basin, a steal at \$110. 206-937-8731

TWO GLASS END TABLES & COFFEE TABLE, new exercise bicycle, \$50. 360-387-6904

HELP WANTED

KITCHEN HELP FOR THE DISTRICT 751 RETIREE CLUB, help is needed in the kitchen for Retiree Business Meetings that take place every second Monday of the month at 11AM. Additional help can be used each Monday at the weekly meetings. A small stipend is offered. If interested, please call 206-764-0340

IN HOME CAREGIVER needed for retired Boeing IAM worker, lives in Burien, 3 hours twice per week or more. 206-242-2635

MISCELLANEOUS

CABLE CHAINS, 2 pairs, new fit 235/758 and many other sizes, \$35.00 each. 206-762-4732

USED RCA COLOR TV, works good, \$35.00. Assorted decorative bear plates, 8 inch, \$1.00 each. 425-226-7252

BRAND NEW ALUMINUM CRUTCHES, never used, \$45. 253-862-2040

COMPUTER STAND & HUTCH, on wheels, has 2 3-4 shelves with pull-out keyboard shelf, oak laminate, measures 59H x 31W, good condition, \$65. 425-432-6134

HALLMARK KIDDIE CAR CLASSICS, large collection of cars, sidewalk, mini, and large all for sale at the retail price on box. All are in original boxes with packaging and cars in new condition. 425-432-6134

2007 CHEVY _ TON WHEELS, caps, and lugs, 265/70R17, Goodyear Wranglers, about _ tread, \$250 OBO. 253-922-6291

CHANDELIER, eight lights, heavy metal trim with glass sides, \$30. 206-937-8731

OSTER MIXING SET, all parts, bowls complete, nice Christmas present, \$90. 253-875-7944

DELUXE CHILD'S CARRIAGE, \$35. 206-935-6535.

ADULT SKIS with binding and poles, best offer. 206-935-6535.

2 SHEETS _ PLYWOOD, \$15. Wet/dry vac. 206-935-6535.

LEATHER COUCH & MATCHING CHAIR, \$300 OBO, above average condition. 253-863-7299.

KENMORE 3-DRAWER STORAGE CENTER, \$100 OBO. 253-863-7299

HIS & HERS SCHWIN MOUNTAIN BIKES, above average cond. 253-863-7299

SAXAPHONE - TENOR - SELMER, \$1950. 425-255-1184

GREENWOOD MEMORIAL PARK CEMETARY, lot 503, block 39, space 4, section Azalea, \$7500 firm, selling now for \$7997. 206-767-3228

RETIREEES FROM SHOP 2-2165, KENT Space Center, Bldg 18-62, meet for breakfast monthly. Please join us. For details contact clintbonnie@hotmail.com

ALBUMS: 13 Readers Digest albums, Beethoven and popular music etc, 12 German records, 40 VHS recorded movie tapes, \$1.00 tapes and each record. 253-852-6809

CHRISTMAS WRAP and ribbon, \$10.00 all. 253-852-6809

2 CHRISTMAS SNOW DOMES, six inch musical, 2 porcelain lighted houses, Santa's and ski shop, Dickens Collection 1 - Xmas porcelain carolers, \$8.00 each. 253-852-6809

ELECTROLUX STYLE R NEW FILTER BAGS, for canister type vacuum cleaner, 43 bags for \$25.00. 253-852-6809

EUREKA STYLE disposable dust bags for upright - 16 for \$12.00. Collectible shoebox, cardboard, holds 9 pair, \$20.00. 253-852-6809

PICTURE OF THE BEETLES, 12x37, 1987, \$35.00. Oak frame, 12x36, \$20.00. 253-852-6809

JARS, quart and pint, 60 for crafts not usable for canning, \$25.00 all. 253-852-6809

PROPERTY

FRALEY MT. RIVER RANCH, 5 acre wooded lot, just a few minutes east of Arlington, WA, electricity and telephone are underground, \$67,521. 360-435-2430

MOBILE HOME, 55+ park, 2 million dollar view, Redondo Beach, South of Des Moines, 1,856 sq. ft., perfect condition, \$124,000 or offer. 253-839-9169.

GREENWOOD AZALEA GARDEN, Renton, WA, 2 adjoining lots, \$5000 for both. 425-255-1184

PROPERTY ON WILLPAPA RIVER, one 10.933 acres, \$99,000 after down \$644.79 per month. One 12.933 acres, \$105,000 after down, \$752.26 per month. 10% down, 6% interest, 20 year contract. 360-249-5083

2004 DUPLEX, excellent condition, zoned (commercial), L.I.C. low intensity comm., 2BR/2BA, 2 car garage, sewer, bus line one block. 360-275-0974

SIDE-BY-SIDE PLOTS, Auburn Mountain View Cemetery, next to veteran's section, 2 or more \$1650 each, 6 available if you want a family section. 360-494-4118

RECREATIONAL MEMBERSHIP

MEMBERSHIP WITH WORLDMARK, for less than _ of retail, go anywhere, anytime, approximately 3 weeks of red season annually, \$15,000. 253-221-1499

REC VEHICLES

31 FT ALEGRO MOTERHOME & '98 CHEVY 5 SPEED PICKUP, both run great, 1988 motorhome comes with tow package and pickup comes with canopy, \$10K for all, consider selling motorhome without tow package and truck. Call Robert at 253-846-1736

1991 KOMFORT 5TH WHEEL TRAILER, 26 foot, in good cond, sleeps 4-, \$5,000. 206-653-7135

SPORTING GOODS

WEATHERBY VANGUARD 30/06 stainless synthetic Leopold VX-1, 3_ boxes premium ammo, like new, \$350, cash and ID required. 360-652-7962

PACKBOARD WITH ROPES and straps, military type, \$30. 253-941-5987

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

Ad (25 word limit. Please print).

Phone (or Address)

The following information must be filled in for your ad to appear:

Name _____ Clock Number _____

Address _____ Shop Number _____

Mail Coupon to **AERO MECHANIC NEWSPAPER, 9125 15th Pl. S., Seattle, 98108** Deadline is Jan. 12th!

TOOLS

CRAFTSMAN 6.5 HP YARD VACUUM, used 5 hours, cost \$600 sell for \$250, N. Arlington. 425-422-4908

VEHICLES

1979 LINCOLN MARK 5, running condition, no-dents, classic, call for more information. 425-988-3500

1966 CHEVY CAPRICE, very rare muscle car, 396 big block Muncie m21 close ratio 4 speed 12 bolt posi-traction 3:73 ratio original butternut yellow paint, beautiful black bench seat interior, four wheel disc brakes with two inch prop spindles, and drilled and slotted rotors all around, much more. 509-731-0267

2006 NISSAN 350-Z, with only 6,000 miles, looks and smells like new, extended warranty ends in 2014 or 100,000 miles, \$25,000. 425-760-6354.

1997 BUICK SKYLARK CUSTOM, 129,500 miles, excellent condition, \$2200 OBO. 360-893-6438

1971 CHEVROLET C-10LT-1, all new parts front to rear, exceptional value, over 15,000 in parts last three years, must see, propane powered, \$6500 OBO. 206-246-5184

FREE

1 LEG BLACKSMITH VISE, free, you haul. 425-255-1804.

FREE POOL TABLE, full size, very good cond, balls and sticks, don't use anymore, want garage to park car, you move. 253-939-0102

FREE ELECTRIC STOVE, slide-in, color: almond. 253-588-6266

WANTED

UNUSED SWING SET, 253-875-7944.

WANTED: Free cats for retired member. If you have any cats you would like to give away, please give me a call on 425-251-8168. I love cats. I have a large garage, which cats have access in and out of, as well as a large wooded area and outbuildings. Perfect home for cats.

Notice of Nomination & Election for District Vice President

To the fill the vacancy for the unexpired term of District Vice President, the Union will hold nominations for the position at the Jan. 26, 2010 District Council meeting to be held at the Seattle Union Hall, 9125 15th Pl S, Seattle, convening at 5:30 p.m.

To be eligible for nomination, members must be a seated District Council delegate as well as meeting all the "Qualifications of Candidates" listed in the District By-laws and the IAM Constitution.

Election Day

If more than one person is nominated for the position of District Vice President on Jan. 26, an election will be held on Tuesday, Feb. 23 from 5 a.m. to 8 p.m. at the following Union offices:

Auburn: 201 A Street SW **Everett:** 8729 Airport Rd.
Renton: 233 Burnett N. **Seattle:** 9135 15th Pl S
Spokane: 4226 E Mission St.

Absentee Ballots

Absentee Ballots will be furnished upon written request to the District Secretary-Treasurer. Such requests for absentee ballots must be received **no later than 30 days** before the election. Members must qualify under the provisions of the IAM Constitution as follows:

1. Reside in an outlying area more than 25 miles from the designated polling place.
2. Be confined because of verified illness.
3. Be on vacation.
4. Be on official IAM business approved by the Local, District or Grand Lodge.
5. Be on an approved employer travel assignment or reserve military leave
6. Be on an approved Family Medical Leave of Absence

For Locals A, C, E & F: direct absentee ballot requests to: District Secretary-Treasurer, 9125 15th Pl. S., Seattle, WA 98108 - either delivered in person or by mail.

For Local 86, 1123 and 1951: Mail or personally deliver absentee ballot requests to: IAM & AW Ballot Request, 4226 E. Mission, Spokane, WA 99202. Office hours are 7:30 a.m. to 4:30 p.m. and closed for lunch from 1 to 2 p.m.

2010 IAM Scholarship Competition

The IAM Scholarship Competition is open each year to members of the IAM and their children throughout the United States and Canada.

Scholarships for a bachelor's degree or a two-year vocational/technical certification are determined in a competition among eligible applicants that is judged by an independent selection committee.

Awards to members are \$2,000 per academic year. They are granted for a specific period from one to four years leading to a bachelor's degree or a two-year vocational/technical certification.

Awards to Children of Members are:

College – \$1,000 per academic year. All awards are renewable each year, until a bachelor's degree is obtained or for a maximum of four years, whichever occurs first.

Vocational/Technical School – \$2,000 per year until certification is reached for a maximum of two years, whichever occurs first.

Eligibility for Competition

Any Applicant Must Be Either--

- an IAM member, or
- the son, daughter, stepchild or legally adopted child of an IAM member.

A Member Applicant--

- must have two years of continuous good-standing membership up to and including the closing date of the competition which is February 26, 2010,
- the IAM member must maintain continuous good-standing membership throughout the life of the award,
- must be working in a company un-



Request For an Application Form - 2010 Scholarship Form

Please send me an Application Packet for the 2010 IAM Scholarship Competition. I understand that this request is not an application and that the completed Application Packet must be postmarked no later than Feb. 26, 2010.

REMINDER: Please check the appropriate box below and the requested application will be mailed to you. As an IAM member who will have 2 years' continuous membership in the IAM as of Feb. 26, 2010, I am requesting an Application Form for:

- Child of Member requesting a College Scholarship
- Child of Member requesting a Vocational/Technical Scholarship
- IAM Member requesting a College or Vocational/Technical Scholarship

Print your name and address clearly:

IMPORTANT: Complete this coupon AND attach a SELF-ADDRESSED LABEL for reply.

Mail to: IAM Scholarship Program
9000 Machinists Place, Room 117
Upper Marlboro, MD 20772-2687

der contract with the IAM,

- may apply, whether entering college or vocational/technical school as a freshman or at a higher level with some college credits already completed,

- may apply as a full-time or part-time student,

- if not a winner, may apply again the following year.

Child of a Member Applicant--

- must have one living parent with two years of continuous good-standing membership up to and including the closing date of February 26, 2010,

- must be planning to graduate during the winter or by the end of the spring 2010 school year (i.e., normally a high school senior or completing the last year of college preparatory work),

- must plan to take a regular college or vocational/technical program

on a full-time basis, maintaining qualifying grades,

- will be eligible if the parent died after the son or daughter entered high school, if the parent had two years of "continuous good-standing membership" at the time of death,

- A "continuous good-standing membership" is understood to be a period of membership during which the member continuously has paid monthly dues uninterrupted by withdrawal cards,

- the IAM member must maintain continuous good-standing membership throughout the life of the award.

For complete 2010 Scholarship Competition Guidelines, visit www.goiam.org/iamscholarship. NOTE: Completed Application Packets must be postmarked no later than February 26, 2010. No exceptions whatsoever will be permitted even if a third party is responsible for the delay.

New Officers Accept the Oath of Office



Above: Dist. President Tom Wroblewski (r) administers the oath of office to Local A Council Delegate Jason Redrup.



Above: Business Rep Ray Baumgardner (l) administers the oath of office to Local A Recording Secretary Rich McCabe.



Photo Right: Local 1951 Council Alternate Chris Siegfried repeats the oath of office from Dist. Pres. Wroblewski.



Business Rep Ray Baumgardner (l) administers the oath of office to Local A President Jason Redrup.



District President Tom Wroblewski (r) administers the oath of office to Local A Council Alternate Mark Clark.

EASTERN WASHINGTON

Monarch Machine Goes That Extra Mile for Members

Since 1947, Machinists Union members have proudly worked for Monarch Machine & Tool Company in Pasco, WA. The skilled craftsmen at this full-service fabrication facility tackle a wide assortment of work and deliver quality and expertise that has built them a reputation as one of the best. In 2004, they were named "Manufacturer of the Year" after being nominated by Fluor Hanford.

Because they do not machine production parts, they work on a wide range of products and a lot of one-of-a-kind processes. One project may entail fabricating and leak testing boxes and lids to contain low level radiological waste for vitrification, another could be machining spare parts for a sludge retrieval system, and the next may be fabricating a bulkhead screen structure for irrigation water in the Columbia River. Members there perform complex structural metal fabrication, manufacture industrial machinery, fabricate and install irrigation

manifold systems, and perform Hanford prototype work. Monarch also offers up to 50 tons of field crane services to assist with installations and repairs.

Beyond just the skills and expertise of our members, there are many other features about this Union shop that motivates members to stay there for many years. At this company, loyalty is a two-way street. Many of the members have worked there for over 20 years – making them part of the "family." The Machinists Union has built a strong working relationship with Monarch.

When work was slow earlier this year due to the trying economic times, the owners (Doug Winters and Dennis Shepard) had employees perform repairs on some of their rental properties.

"It is unusual to find a small business that will work to keep people employed. Basically, this whole year has been slow for our company," stated member Dan McVicker, who has worked at Monarch Machine for over 32 years in the welding shop. "Instead of laying people off, they found other things to keep us employed – it wasn't welding work, but it kept us busy."

"We have good pay and benefits, and we have a good working atmosphere. The work is different all the time since we don't make production parts – making it more interesting and challenging," Dan added.

Member Mike Saari has worked at Monarch since 2001. After he was injured on the job, the company created a project manager type position in the front office.

"This company was great when I got



Administrative Assistant Jim Bearden (standing far right) meets with members at Monarch Machine in Pasco. This quality employer consistently provides top pay and benefits and treats workers with respect, which results in loyal employees who continually deliver a top-quality product.

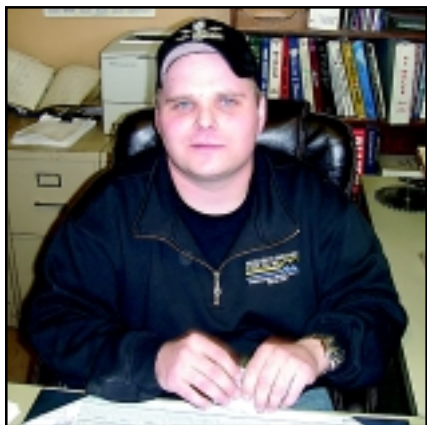
hurt on the job. Monarch paid me for one year and encouraged me to retrain even if I didn't come back to work for them. When they created a new position, they said try this out because we will work with you. I still weld on area jobs to keep my hand in shop work, but now I have learned the business end, as well. I purchase material, work with customers, get jobs lined up and have a more well-rounded position, which I really enjoy. I'm also the safety focal for the company."

Mike also volunteered to be the Union Steward a few months ago. "I became Steward because I like working with the guys and wanted to make sure they were taken care of," stated Mike. "If there is a problem, I can help fix it. The bosses work

with us to accommodate us."

He added, "It is a very family-oriented company. The bosses are more like your dad. They always want us to better ourselves at work and provide encouragement. They provide a Christmas bonus for our families and hand out hats and shirts. That is why people stay so long – a Union machine shop with good pay and benefits and a great atmosphere."

The goodwill at this company is nothing new. IAM 751 Administrative Assistant Jim Bearden recalled working at Monarch Machine in 1979 and recognizing it was a good employer then that treated its employees fair. The statement still holds true today.



Monarch created a project manager position for Mike Saari after he was injured on the job a few years ago.

Union Delivers Bright Spot After Columbia Lighting Closes

Machinists Union members in Spokane who worked for Columbia Lighting continued to benefit from Union membership even after the company closed its Spokane plant to move operations to Mexico. Thanks to persistence from the Union, members there received

checks totaling \$2,400 as part of a grievance settlement in November.

For decades, Columbia Lighting was a Spokane institution

manufacturing industrial lighting equipment. The Machinists Union had 15 members when the company was booming. Because our members performed facilities/maintenance work, they were the last ones out the door as the company closed in March. The IBEW and Teamsters also represented members at the facility.

When the plant closure was announced, the Machinists Union signed a contract extension to get through the shut down and negotiated a Letter of Understanding providing a severance package for the members. The company

issued the severance pay but failed to provide the three months of COBRA agreed to in the letter of understanding.

Rather than simply accepting that the company had closed and left the country, the Machinists Union continued to pursue the issue for our members and filed a grievance.

Machinists Union members were pleased to receive a grievance settlement amounting to \$2,400 (approximately \$300 per person). While it did not cover the entire COBRA payment, it did help in their transition to a new job. Members in the other two unions received no settlement.

Karl Bash, who was the Steward for the group noted, "We were very happy to receive a settlement especially since members of the Teamsters and IBEW did not get anything. We were not expecting a check and appreciated the Machinists Union followed through with the grievance. We anticipated the company wouldn't do anything since they had already left the region. The settlement was a pleasant surprise."



L to R: Business Rep Steve Warren, Bert Vandenhazel and his wife, Karl Bash and his son, and Robert Croyle. Warren presented the members from Columbia Lighting with settlement checks after the company closed its doors and failed to pay the COBRA provided in the letter of understanding.



Dr. Triay (far left) addresses students at the HAMMER Training Center at Hanford. IAM Local 1951 President Ken Howard (standing 2nd from left) regularly instructs classes at the facility. All new hires under ARRA funding are required to go through the intensive safety training.

Stimulus Dollars Boost Hanford Employment

Federal stimulus dollars are pouring into the Hanford clean-up, creating thousands of jobs for the Tri-Cities.

As part of the American Recovery and Reinvestment Act (ARRA) of 2009, \$6 billion in new funding was provided to the Department of Energy to accelerate environmental cleanup work and create or save thousands of jobs in 12 states. The DOE allocated nearly \$2 billion of that funding specifically to the Hanford site.

The stimulus allocation has roughly doubled the \$2 billion annual budget for cleaning up Hanford, which still contains great amounts of nuclear waste from the Cold War, when it was one of the nation's prime suppliers of atomic material for nuclear warheads. So far, about \$224 million of the stimulus dollars have been spent. It's intended to last for about two years, and estimates are that the stimulus will result in upwards of 4,000 new or saved jobs at Hanford.

As the work force at Hanford has expanded, so has the need for specialized training to equip the new workers with the necessary knowledge and skills to perform their work in a safe and effective manner. This translated into additional training courses at the highly acclaimed Volpentest HAMMER Training and Education Center. A primary reason for HAMMER's success has been Worker Trainers – bargaining unit employees who are experts in their fields and share their knowledge while instructing their co-workers. Worker Trainers also serve as mentors for their peers as they work side-by-side in the workplace. The Machinists Union has several members who serve as Worker Trainers at the Center – helping to prepare new workers to safely work on the nuclear reservation.

IAM Local 1951 President Ken Howard, who serves as a HAMMER Worker Trainer, noted, "Hanford is one

Continued on page 4