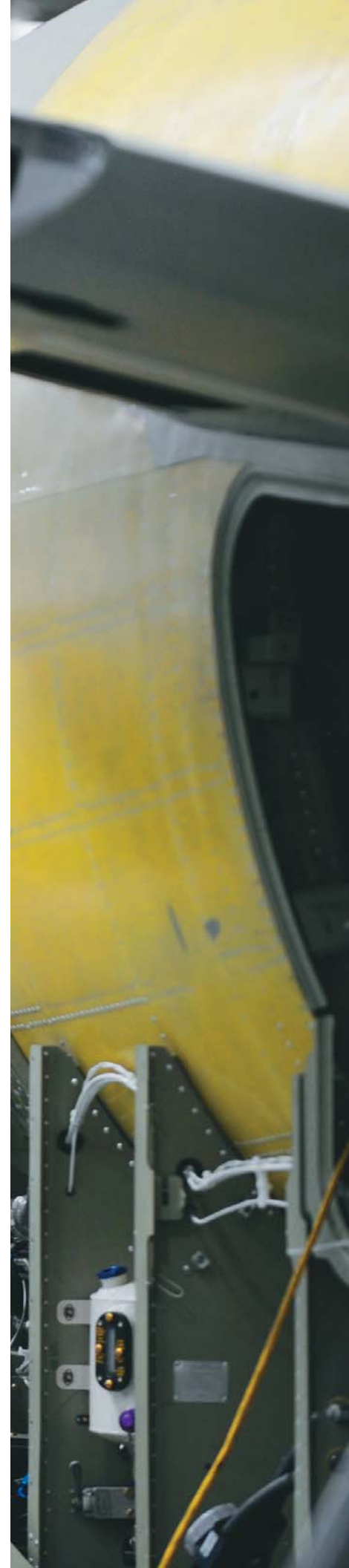


JOBS Now!

Local 774 member Adam Zabel works on an XLS model aircraft at Cessna Aircraft in Wichita, KS. The downturn in the economy has caused thousands of layoffs in Wichita's aerospace industry.



As a widow and mother of six, Carol Johnson of Local 733 in Wichita, KS, struggles to come to grips with losing her job after 12 years at Hawker Beechcraft. "I was shocked... shocked they were going so deep. In my department, they went all the way up to 18 years."

Carol Johnson
Local 733
Hawker Beechcraft, Wichita, KS



Photo by Randy Tobias

"You always hope you're going to be able to go out on your own terms, when you want to, instead of something like this," said IAM Local 834 member John Hysom of Boeing in Wichita, KS.

For Kathy Salts of Bombardier Learjet, IAM Local 639, the hardest part was losing her health care. "We're getting older. We have doctors' appointments, but we'll have to cancel them," are the words she manages to get out while trying with all her might to hold back her tears.

All across Wichita, a city nestled in the shadows of five of the country's biggest aircraft makers, the stories are the same. Aerospace companies are laying off.

"Everybody's real nervous," Charlotte Washington of IAM Local 774 says as she sits at her shop floor station awaiting a formal announcement from

Cessna Aircraft Co., the latest company rumored to make cuts. "They're worried about basically where their next meal is coming from. A lot of these people have worked here up to 10 years. They've bought houses and cars. They're wondering how are they going to take care of all that."

By mid-week, Cessna's official numbers are out: 1,300 let go today, another 700 by mid-summer and anybody left faces a four-week furlough. The cuts are in addition to previously announced layoffs of 4,000 and thousands more at the four other aircraft companies.

"What a dramatically different picture compared to last year when Wichita aircraft makers were practically begging for more manpower," says IAM District 70 President and Directing Business Representative Steve Rooney. "Less than a year ago, they



Long lines at job fairs and intense competition for fewer and fewer jobs leave millions of Americans desperate to find work and underscores the need for government action to create more jobs at a faster pace.

were announcing hiring and needing about 9,000 people. Now we're facing layoffs in the range of about 9,000."

Economic Tailspin

The city's massive waves of joblessness are a direct result of a one-two punch dealt by the current economy and media backlash against the industry's biggest customers.

"Those jets that General Motors, Ford and Chrysler executives flew to Washington, DC, to beg for their very survival were not play toys," said IAM International President Tom Buffenbarger in an article printed in *The Wichita Eagle* in May. "They were the tools used to link global manufacturing processes. Public relations gimmicks – the 'gotcha' approach by politicians and

journalists – are hurting the light-aircraft manufacturing base of this country."

"Aerospace is to Wichita what the auto industry is to Flint, MI," says IAM Southern Territory General Vice

President Robert Martinez, Jr. "The local economy is tremendously dependent on a single industry. When aerospace is up, so are local businesses. When the industry is down, the dynamics quickly become

Tina Lopez started working for the City of Long Beach, California, in 1991. Since May, she and others have been furloughed one day a month, and some workers were laid off altogether. Then, Lopez was laid off on July 3, 2009.

"I love my job. I never would have expected this. You go for years thinking everything's okay; then suddenly, layoffs started happening. I feel so insecure. And what if you're not old enough to retire, what do you do?"

"I don't think we're angry enough. Doesn't our government know we can't go on like this? Shouldn't taking care of American workers have a higher priority than taking care of banks and CEOs?"



Photo by Slobodan Dimitrov

Tina Lopez, Local 1930

*Community Worker, Immunization Clinic
City of Long Beach, Long Beach, CA*

detrimental.”

“In the ‘70s, when my dad worked here and was laid off, the town just about dried up,” Rooney recalls. “I hope we don’t see that this time, especially in light of companies telling us they’re still not done with layoffs.”

Joblessness takes a toll on the entire community as it ripples through entire families. Aerospace jobs enable many residents in Wichita a chance to live the American dream. Often, more than one generation, or more than one member of a family can be found working in the plants.

“In my area, there was a young couple,” says Salts. “They had three kids. They both got it the same day. It was tough trying to keep their heads high.”

Unemployment Crisis

Wichita is a microcosm of what is unfolding across the country. With 30.2 million people currently unemployed, including people involuntarily working part-time and those who want a job but can’t find one, the true unemployment rate is 19.5 percent. That’s the highest jobless rate since the Great Depression.

In manufacturing, steep job losses continue. The manufacturing unemployment rate reached 12.6 percent, according to the U.S. Department of Labor, when employment fell by 156,000 in May. Over 1.8 million manufacturing jobs have van-



The downturn in the auto industry has rippled through the nation’s auto dealerships, resulting in closures and consolidations. “When my neighbors lose their jobs, it affects everyone. People can’t afford what they used to. The previous Chevrolet dealer where I worked closed in January 2009. I worry about the future for my children.

“We need to get this country back on its feet by giving companies incentives to create new jobs and provide training to learn vocational skills. This would help the crippled auto industry as cars and trucks are purchased and used, not only to get to the job, but also on the job.”

Rickey Colyer, Local 701

*Journeyman Automotive Technician
Webb Chevrolet, Oak Lawn, IL*

ished since the start of the recession in December 2008.

“Unemployed Americans are desperate,” said Buffenbarger at a recent summit meeting at the National Labor College in Silver Spring, MD. “Their savings have vanished. Their 401(k)s are now 101(k)s. They’ve cut their living expenses to the bone.

“Our members need jobs, our kids need a future, and our nation needs a way out of this recession.” The only way out is for America to produce its way out.

“America’s trading partners will not buy a trillion dollars in U.S. Treasury notes

to finance our recovery while their own economies sink deeper into recession,” wrote Buffenbarger in the *Chicago Tribune*. “They’ve already been burned badly once. Yankee traders sold them the toxic debt – the sub-prime mortgages, credit default swaps and collateralized debt obligations – that triggered this global recession. Selling them more commercial paper stamped ‘Made in America’ is not a viable option.”

JOBS Now!

The art of building and making American goods – cars, computers, airplanes –



was the glue that held this country together. Now is the time to focus on what has worked in the past.

President Barack Obama acknowledged this longtime goal of the IAM during his remarks at Georgetown University in Washington, DC, in April. He said he would like to see “our best and our brightest commit themselves to making things” once again.

“For so long, we have placed at the top of our pinnacle folks who can manipulate numbers and engage in complex financial calculations. And that’s not good,” the president told the crowd. “We need some of that, but what we can really use is some more scientists and some more engineers who are building and making things that we can export to other countries.”

Obama’s \$787 billion American Recovery and Reinvestment Act, passed in

February, was a start. New construction projects are breaking ground across the country. The Department of Labor is funding training for “green jobs.” But more still needs to be done.

The American people need jobs – and they need those JOBS Now!

JOBS Now! is a comprehensive strategy for getting millions of unemployed Americans immediately back to work by rebuilding the industrial foundation on which this country proudly once stood. The initiative calls for a second stimulus package, one aimed at the U.S. manufacturing and transportation sectors. It urges a massive investment in the men and women of this country who use their hands and minds to create, engineer, make and transport American-made goods. It seeks investments in local innovation and an end

Food banks have seen huge increases in requests for help as inadequate unemployment benefits and difficulty finding employment push families into economic chaos.

to the erosion of our industrial and technological base. And, it demands a targeted investment in American jobs.

Specifically, JOBS Now! calls for a 21st-century version of Franklin D. Roosevelt’s Works Progress

Administration (WPA); industry investment tax credits; a tuition-free, two-year commitment to post high-school skills training; investments in America’s long-term defense capabilities; a strong Buy American law; and real labor law reforms.

“If we can spend a trillion dollars to bailout AIG, GM, Fannie Mae and Wall Street, then we can provide temporary jobs for the unemployed – all of the unemployed who can and want to work,” says Buffenbarger. “JOBS Now! has but one objective – to put millions of Americans back to work immediately.”

Works Progress Administration

The Works Progress Administration was a federal agency established in 1935 by Roosevelt during the Great Depression. As part of Roosevelt’s “New Deal,” the

AP/Worlwide photo

WPA had two distinct goals: 1) restore the human spirit of the unemployed and the American people as a whole, and 2) put the country on the road to recovery.

Under the leadership of Harry L. Hopkins, a former social worker who headed relief efforts in New York when Roosevelt was governor, the agency provided jobs and income for the unemployed by funding a wide variety of long-overdue, small-scale public works, like constructing and improving public buildings and parks; reforestation and erosion projects; and even publishing travel books and photography exhibits. Eighty-five percent of any project's funds had to go towards paying the unemployed.

"Give a man a dole," Hopkins once said, "and you save his body, but destroy his spirit. Give him a job and you save both body and spirit."

Within the first year of the

WPA, more than 3.4 million unemployed Americans were back to work. And, by the end of its eight-year history, the WPA had employed more than 8.5 million people in 1.4 million different projects.

"It was effective," says Nick

Taylor, author of *American-Made: the Enduring Legacy of the WPA*. "Unemployment was pushed down gradually from the 24.9 percent when [Roosevelt] took office... to around 10 percent... The money went right to people who were going to spend it. It also was a vast success in terms of improving the public infrastructure."

A Works Progress Administration-style program for the manufacturing and transportation sectors will work today. Providing counties and local communities with the money to hire the unemployed to renovate fac-

Investing in skills training is vital for future generations of American workers. Local 701 in Chicago, IL, works with SkillsUSA to promote vocational education opportunities.



Bill Burlike, Page One Photography

An efficient transportation system is critical to creating an economy that will sustain jobs. "Rebuilding our transportation system could create thousands of jobs," said Bonnie Nelson who works for Northwest Airlines.

"We've neglected our transportation system for too long, and it's the workers, their families and the general public who are paying the price. We need to invest in our airports and railways to bring our transportation system up-to-date. We need action now, for the sake of Americans today and for generations to come."

Bonnie Nelson, Local 1833
Reservation Specialty Sales Agent
Northwest Airlines, Edina, MN





Photography by Larry Weaver

Local 37 members Craig Coppock, left, and Richard Bergeron, right, at Prager Inc. in St. Rose, LA, work on a gear box assembly. Prager has increased its business by providing services for the wind turbine industry.

says IAM Apprenticeship Director Michael Flynn. Flynn is currently helping to develop an apprenticeship program for the deal. "If they ship the gears overseas to overhaul them, it is an eight- to nine-month turnaround. In the States, our shops can do them in around six to eight weeks – which is a significant savings. Just to remove these gear boxes may cost up to \$100,000."

The folks at Prager have uncovered an immediate and practical way to use clean energy technologies.

IAM members at UTC Power in South Windsor, CT,

tories, install new machinery and devise new financing, marketing and sales packages for local businesses will get people back to work. At the same time, it will jumpstart local economies and re-position the U.S. to compete globally.

tract to overhaul gear boxes used in wind turbines, for a Denmark company known as Vestas, is keeping their futures bright.

"They're expensive to overhaul and the company needed a quick turnaround on them,"

Green Jobs

A 21st-century WPA program must also include "green jobs." The clean energy sector offers enormous opportunities to revive American manufacturing, rebuild the economy and become a world leader in renewable energy and energy efficiency.

Take for instance, the work IAM Local 37 members at Prager, Inc. in St. Rose, LA, are doing. They've been making gears for over 100 years. But a new \$30 million con-



Pam Kline is an 18-year member of the IAM and a highly-skilled worker at the Harley-Davidson facility in York, Pennsylvania. As one of the more than 2,600 workers at the iconic manufacturer, Pam was stunned recently when company officials announced they were considering moving the plant.

"Harley-Davidson is the premier manufacturing employer in this area," said Kline, who recently completed a five-year apprentice program to improve her job skills. "We have to keep the jobs here, for today and for the next generation."

Pam Kline, Local 175
*Electronic Maintenance Mechanic
 Harley-Davidson, York, PA*

are also on the cutting edge of green technology. Local 1746 members manufacture fuel cells for on-site power and transportation systems. They work with scientists and engineers to build prototypes for the next generation of hydrogen fuel cells. Their cells are currently being used on zero-emission hybrid buses operated by Connecticut Transit and AC Transit of Oakland, CA.

An investment in similar green products that can be "Made in the U.S.A." guarantees good-paying jobs, a definite boost to our economy, and a top slot in clean energy technologies.

Investment Tax Credits

U.S. manufacturing and transportation sectors require additional investments in new facilities and machinery. Older buildings, equipment and processes are less efficient, harder to maintain, less flexible, more labor intensive, place more workers at risk, and can cost a company millions in maintenance costs. Equally important, antiquated plants mean competitor nations with the newest equipment can lower their prices, gain market share and put American manufacturers out of business.

A 10 percent investment tax credit for the rehabilitation and renovation of existing manufacturing facilities, plus an additional investment tax credit for new equipment, will bring America's manufacturing and transportation sectors into

the 21st century. The investment tax credits will put American businesses atop the global supply chain. And, being able to bank those tax credits to offset future profits will create millions of new jobs.

Skills Training

America needs millions of workers who possess the technical skills necessary to fill those jobs – and training for those jobs should start now.

President Obama called for every American to commit to at least one year or more of higher education or technical career training. His economic agenda even includes a relaxation of rules regarding federal Pell Grants and other financial aid in order to help the unemployed return to school and upgrade their skills.

IAM members are leading the way in research, development and production of fuel cells that will be a major source of energy independence. Through programs like GrowJobsCT, the IAM is fighting to keep North America's industrial base strong.

Fuel cells made by IAM members at UTC Power will be powering everything from office buildings to buses. "Most people think of 'green' energy as wind and solar, but fuel cells are ready for the market. Like the sign says, we are part of the 'energy of the future' and we're growing. These are the jobs of tomorrow and we need to invest more in 21st-century technology."

Carl Hervieux, Local 1746

*Fuel Cell Mechanic/Tester
UTC Power, South Windsor, CT*



Any comprehensive initiative to create JOBS Now! must go even further. Two years of technical training should be offered to both unemployed workers and recent high school graduates free of charge. And, tuition at community colleges, universities and high-tech institutes should be heavily subsidized, just as Roosevelt's GI Bill after World War II.

"We tend to forget that FDR's GI Bill covered more than college tuition," says Buffenbarger. "The Greatest Generation got a chance to hone their skills for careers of their choice. A similar two-year investment in America's newest generation of workers and the recently unemployed will pay dividends over the next three decades."



Bill Burlike, Page One Photography

Investments in the nation's transportation system, such as high-speed rail and modernizing airports, would create jobs and build a strong foundation for a growing economy. From left, Local 1284 members Errol Stewart and John May work on wheel sets at Amtrak's Wheel Shop in Wilmington, DE.

unemployment rolls will only erode our chances at a speedy recovery.

Buy American

The Buy American Act, first enacted during the Great Depression, required all stimulus-funded projects to use American-made equipment and goods. Inclusion of the provision in the 2009 American Recovery and Reinvestment Act was essential to ensuring the \$787 billion did exactly what it was supposed to do: Stimulate the American economy and create jobs here at home – not overseas! The provision sought to ensure the money went back

Strong Defense

Creating new manufacturing jobs in one area while killing manufacturing jobs in another is counterproductive. But that is exactly what might happen if Congress passes Secretary of Defense Robert Gates' proposed cuts to our nation's defense sector.

According to the Labor Department, there are more than 625,000 people currently employed under contracts directly related to national defense manufacturing.

Secretary Gates' proposal to scale back or kill major weapons programs like the F-22 Raptor and the Army's Future Combat Systems threatens to throw an additional 250,000 people into the unemployment pool. The cuts would jeopardize entire communities – similar to what is occurring in Wichita.

"Shutting those systems down will slice through local economies like the scythe of the Grim Reaper," said Buffenbarger in *The Buffalo News*. "The weapons system programs on the chopping block employ some of the most skilled and experienced workers in the country. Skills that take years to develop and cannot easily be replaced. Such advanced manufacturing is America's last competitive edge."

As Congress determines the fate of these defense programs, they must understand the ramifications of their decisions on working Americans. Adding another quarter million blue-collar workers to the

Keeping a strong defense industry, such as continued F-22 production by Local 709 members in Marietta, GA, will keep valuable manufacturing skills and jobs in America.

AP/WideWorld photo



into the pockets of American workers – not those of foreign corporate executives and contractors. Unfortunately, after special interest groups weighed in, the final measure was watered down in conference committee.

To maintain our manufacturing capability and the millions of jobs that go with it, we need to prime the manufacturing pump. We need to buy our own products.

“U.S. taxpayer money should benefit U.S. taxpayers,” says Buffenbarger. “Buy North American is not a reactionary slogan. It is a realistic program. We cannot restart these major industries without giving them the business, literally.”

Labor Law Reform

JOBS Now! also means leveling the playing field for all workers. And that means enabling workers to bargain collectively for fair treatment, adequate wages, comprehensive health care and a secure means for saving for retirement. Workers must be able to organize without being subjected to tyrannical employer tactics, abusive election campaigns and delays that defeat their hopes of a first contract.

President Obama has made significant strides thus far in his presidency by reversing a number of the anti-labor policies put in place by the Bush administration. And, he has promised to continue to review, propose and support further legislation that seeks to

For Jeff Goen, president of Local 709 in Marietta, Georgia, few tasks are currently more important than the grassroots campaign to keep the Department of Defense from scaling back key defense contracts, including the F-22 fighter, a mainstay of the Lockheed Martin Marietta facility.

“Not only is it risky from a national defense perspective, but pulling the plug on the F-22 would jeopardize hundreds of high-skill jobs, the very jobs that are essential to any economic recovery.”

Jeff Goen, Local 709

President and Directing Business Representative
Marietta, GA



put an end to unfair labor practices aimed at setting working families back.

Continuous lobbying for the Employee Free Choice Act, the Federal Aviation Administration Reauthorization bill, a stronger Family Medical Leave Act, better enforcement of the Fair Labor Standards, and regulations for workplace safety is paramount.

Call for Action

With tens of thousands of workers losing their jobs each week, any further delay by the Obama administration and Congress in implementing a comprehensive strategy for creating more jobs will only prolong this recession. The time to create more JOBS is now! The time to mobilize is now!

Working families can't wait any longer.

“Sitting at home just doesn't do it,” declares Salts.

“I want my job back. I'm ready to go back to work.”

“The IAM must lead the fight for JOBS Now!” says Buffenbarger. “I urge members to contact their legislators and demand action. Spread the word to Congress that working families are fed up. Demand a second stimulus package, one that focuses on the manufacturing and transportation industries. Talk to your friends and neighbors and tell them they, too, should support JOBS Now! Our futures depend on it. The future of America's industrial base depends on it.”

To show your support for JOBS Now! fill out the attached postcards and send them to House Speaker Nancy Pelosi and Senate Majority Leader Harry Reid. Also, visit GOIAM.org and click on the JOBS Now! icon to send Congress an email that you want JOBS Now!