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For Fighting Machinists



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President's Budget Proposal Invests in America, but Threatens Social Security

President Obama's proposed budget contains important provisions to invest in infrastructure and manufacturing, create jobs, and help America's middle class, but it could also change the way Social Security benefits are calculated and dramatically reduce payouts. It also has a provision to increase taxes on private planes, which affects IAM members in a sector of the aerospace industry that is just beginning to show signs of recovery from the recession.

To help create jobs, the president's budget proposal includes higher subsidies for child care, an extra \$50 billion in infrastructure investments, money for states to rehire teachers and tax cuts for small businesses. The proposed budget would also cancel sequestration and cut the deficit by \$4.3 trillion by 2016 as part of a grand bargain with the GOP, but it is linked to several harmful austerity measures.

The proposal with the greatest impact would link future increases in Social Security benefits to the Chained Consumer Price Index, or "Chained CPI" – a mea-



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sure that would reduce the rate of growth of benefits. The current method of calculating benefits is closer to the inflation rate which keeps beneficiaries from being priced out of basic necessities like food, housing and gas.

"With two out of every five seniors relying on Social Security for 90 percent of their income, there's never been a worse time to reduce Social Security benefits," said IAM International President Tom Buffenbarger. "It wasn't Social Security that caused the deficit and cutting this vital program won't get us out of it."

The proposal for reducing Social Security payouts comes as more and more seniors are relying on the program for the majority of their retirement income. The Employee Benefits Research Institute reports that 57 percent of American workers have less than \$25,000 put away for retirement in 2013. And, the percentage of workers covered by traditional pension plans has dropped from 28 percent in 1979 to just 3 percent today.

"Switching from the current index to the Chained CPI would immediately begin to cut benefits and would continue to do so year after year," said Dean Baker, co-director of the Center for Economic Policy and Research to the Associated Press. The Chained CPI would also apply to veteran benefits and could force anyone into higher tax brackets if their income grows more than the inflation-stunted Chained CPI.

The president's budget also continues to push for tax increases on private-plane buyers – a move that would hurt the aero-



Seniors would see an immediate cut in Social Security benefits and the reduction will grow in future years.

space industry and the recovering economy as a whole. The aerospace industry employs 1.2 million people and exported \$4.8 billion worth of aircraft last year.

"The last thing we need is a disincentive to buy from an industry that is providing good, reliable jobs in America," said Buffenbarger. "Couple that with a cut in Social Security, and we see parts of a budget that aren't good for IAM members or the middle class. We urge Congress to take a more balanced approach to our budget and deficit reduction."

tap here
to Tell President Obama to Drop the Social Security-Slapping 'Chained CPI' from His Budget.

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to Tell Congress to Vote 'No' on Any Budget that Includes Social Security Cuts, Including the Benefit-Slapping 'Chained CPI' Proposal.



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Sequestration Cuts Start to Take Hold



Thousands of dedicated civilian Department of Defense and other federal employees face at least 14 furlough days this summer and possible layoffs in 2014 because of sequestration.

With the 2013 sequestration cuts only in place a little over a month, the Defense Department (DOD) is already looking ahead to more possible cuts for 2014.

DOD Comptroller Robert Hale announced that “reductions in force and involuntary separations” may be necessary to avoid a repeat of the widespread furloughs scheduled to take effect this year.

In all, an estimated 700,000 defense workers will suffer 14 furlough days starting in mid-June. Many other agencies have announced plans to furlough their

workers, including the Environmental Protection Agency, the Office of Management and Budget, and the Federal Aviation Administration, which have sent out notices to a combined 64,480 employees. Economists estimate more than half of the nation’s 2.1 million federal workers could be furloughed over the next six months.

But much of this can be avoided if the White House and Congress take immediate action, says IAM International President Tom Buffenbarger.

“A sound, comprehensive budget must

include a robust plan for putting Americans back to work,” said Buffenbarger. “Right now law-makers are digging holes. And with each action taken – or not taken – the hole keeps getting deeper and deeper. Lax bank regulations, a blank check to Wall Street, and unfair trade laws are just some of

the things that got us into this hole in the first place. Then, Congress – led by the GOP’s Chicken Little cries over the debt – let sequestration happen.

“The answer to this debt crisis is jobs. Put Americans back to work and the economy will begin working again.”

tap here

to tell Congress to stop sequestration and avert the debt crisis by creating jobs.



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IAM Launches Organizing Campaign at Jeld-Wen

Building on the success of last year's campaign to organize workers at IKEA's U.S. facilities, the IAM is launching another international campaign to extend the benefits of IAM membership to employees at the Jeld-Wen (JW) Corporation. JW is the world's third-largest manufacturer of doors and windows with operations in 21 countries and every IAM Territory.

IAM members can give this important organizing campaign a vital early boost by visiting the "Jeld-Wen Justice" Facebook page and clicking the "Like" and "Share" tabs. If hundreds and then

thousands take this simple step, the entire campaign will have the visibility, transparency and benefits that only a strong social media presence can provide.

Unheard of less than a decade ago, Facebook is fast becoming an indispensable component of any organizing campaign. Open and accessible to all, the "Jeld-Wen Justice" Facebook page was started by IAM organizers and JW employees to provide campaign updates and information about JW employees' right to organize without intimidation, discrimination or harassment by com-



Jeld-Wen employees have launched an international organizing campaign for IAM representation. Jeld-Wen is the world's third-largest manufacturer of doors and windows with operations in 21 countries, including every IAM Territory.



pany officials.

Key issues in the campaign include unsafe working conditions, abusive and unresponsive management, hostility and surveillance of union supporters and widespread use of temporary workers. It is no surprise JW workers are anxious to improve their working

conditions with an IAM contract.

The Jeld-Wen Justice page will also provide a public forum to urge Jeld-Wen's Toronto, Canada-based parent company, Onex Corporation, to honor U.S. labor law and the International Labour Organization's Core Labor Standards.

tap here

to help Jeld-Wen employees win their campaign for workplace justice and IAM representation by "Liking" the "Jeld-Wen Justice" Facebook page.



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Afghan War Veteran Fights Back From Brain Injury



Tap above to view a video about the long recovery of injured Afghan War veteran Ryan Soto, son of IAM members Mark and Robin Ward.

U.S. Army soldier Ryan Soto, son of IAM members Mark and Robin Ward, told his story of coping with post-traumatic stress disorder (PTSD) and traumatic brain injury (TBI) in a Machinists News Network video.

On June 20, 2008, his last day of deployment in Afghanistan, Soto and

his unit were ambushed. He suffered shrapnel wounds to his face, legs and arms and was shot in the chest and head. At 21, he had become one of the tens of thousands of soldiers to return from Iraq and Afghanistan with TBI.

“I would walk to the cafeteria to go eat and forget where I was going and

turn back around. I wouldn't eat for a couple days because I couldn't remember to eat," said Soto.

Soto's struggle, along with the plight of others suffering from TBI, was chronicled in "Along Recovery," a documentary by filmmaker Justin Springer. Soto now helps other soldiers recover from injury as part of the Wounded Warrior Battalion.

"People need to be aware that even though our soldiers come back, they have all four limbs and they're all intact, on the inside, they're re-

ally not all there," said Robin Ward.

Along the way, Mark and Robin's fellow IAM Local 698 members in Romulus, MI, offered support and assistance so Robin could see her son while he was recovering in San Antonio. They continue their support by sending care packages and hosting "Welcome Home" celebrations for other soldiers and their families.

"They've been there when we needed them," said Mark Ward. "That makes us proud to be IAM members."

tap here

***to view a video on an IAM Afghan War veteran's
fight back from traumatic brain injury.***



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TCU

Amtrak Requests Smaller Operating Budget, More Capital Investment



The TCU/IAM Advanced Transportation Training Program has placed hundreds of workers in the transportation industry and elsewhere.

Citing better cost-sharing arrangements with states and smaller losses on unprofitable routes, Amtrak is able to ask Congress for a smaller operating subsidy in fiscal 2014. To keep the passenger rail system up to date, however, the carrier is requesting more for capital investment than Congress may want to provide for updating equipment and stations.

The passenger rail line said it is requesting \$373 million in operating support for the fiscal year beginning in October, down from the \$443 million Amtrak is receiving in the current fiscal year.

Joe Boardman, Amtrak's president and CEO, said in a statement accompanying Amtrak's letter to Vice President Joe Biden and House Speaker John Boehner,



Joe Boardman
President and CEO
Amtrak

that updating the railroad's equipment and stations would require significantly higher levels of investment than Congress has been willing to provide.

"If we truly want to realize our vision of what rail can offer America, in terms of real mobility improvements and rational modal choices, policy decisions must be made and funding provided to match them,"

Boardman said. "These are big decisions, and will require bold thinking, but they will deliver value for the money."

"TCU is pleased to see Amtrak continue to look to the future and create a world-class high-speed rail network," said TCU President Bob Scardelletti. "Amtrak will need dedicated long-term funding to get this accomplished."



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Transportation

US Airways Mechanic and Related Workers Request Release from Mediation



IAM-represented Mechanic and Related workers have requested a release from mediated negotiations with US Airways.

The IAM has formally requested that the National Mediation Board (NMB) release its US Airways Mechanic and Related members from further mediated contract negotiations and initiate a 30-day countdown to a strike.

If the NMB releases both parties from mediated talks, the agency would then make a proffer of binding arbitration. If either party rejects the proffer, a

30-day cooling-off period would begin. If an agreement still cannot be reached by the end of the 30 days, IAM members would be free to strike.

IAM Mechanic and Related members have been in negotiations with US Airways for more than two years, and mediated talks since July 2011. The carrier has refused to alter its last four inadequate comprehensive economic

“It has become crystal clear that US Airways has no intention of concluding a fair agreement with its mechanics.”

Tom Higginbotham
IAM District 142 President

proposals, creating the current impasse.

US Airways workers loudly expressed their displeasure with the company's behavior with a nationwide picketing event on Wednesday, April 24, including a large demonstration in Phoenix during the company's annual media day.

“It has become crystal clear that US Airways has no intention of concluding

a fair agreement with its mechanics,” said IAM District 142 President Tom Higginbotham. “CEO Doug Parker has been too busy negotiating with employees from another airline to bother with his own employees. He has infuriated IAM members by preferring to negotiate terms with people who have never sacrificed a single cent to keep US Airways flying.”

“Federal law dictates what happens when a carrier is unwilling to engage in meaningful bargaining,” said Higginbotham. “The dispute moves from the bargaining table to the street. It is time for the NMB to authorize that next step.”

The Machinists Union represents approximately 14,000 workers at US Airways and is the largest union at the carrier. Separate negotiations are ongoing between the IAM and US Airways for the Fleet Service classification.



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Aerospace

Aerospace Conference Delegates Meet in Seattle

Nearly 250 delegates, guests and staff gathered in Seattle, WA, for the 2013 IAM Aerospace Conference that featured a series of hands-on workshops and presentations from Washington state Gov. Jay Inslee and Boeing CEO and Executive Vice President Ray Conner.

The three-day summit included a keynote address from International President Tom Buffenbarger, who noted the IAM's extraordinary growth and progress in the 125 years since being founded in 1888.

"We have a lot to celebrate," said Buffenbarger. "We went from 19 railroad machinists meeting in secret to the largest airline and aerospace union in North America. It is a legacy of survival and progress we can all be proud of."

Buffenbarger noted the new Executive Council set to take office on July 1, 2013 is more diverse than any in the IAM's history. "We're better equipped



Delegates from across North America met in Seattle, WA, for the 2013 IAM Aerospace Conference to plan ways to maintain aerospace jobs as some of the best in the world.

than ever to meet the challenges facing our aerospace membership, which includes cutthroat competition from abroad and a relentless assault on our pensions, our health care and our right to organize."

Boeing CEO Ray Conner echoed Buffenbarger's concerns, calling today's aerospace industry "the most challenging marketplace I've ever seen, and I've been around for 35 years."

A former IAM member who rose from the shop floor to lead Boeing's massive commercial airplane division,



Aerospace Territory General Vice President Mark Blondin, right, presided over his first Aerospace Conference as a GVP and welcomed Headquarters General Vice President Rich Michalski who gave his final Aerospace Conference address prior to his retirement in summer 2013.

Conner noted the benefits of a maturing relationship between the IAM and Boeing, most notably the 787 tanker contract win and the four-year contract extension ratified by members of District 751 in 2011.

Connor was welcomed to the conference by Aerospace General Vice President Mark Blondin as “a local boy who made good.” Blondin recalled past battles across the bargaining table but concluded, “We may have fought when we had to but I’d negotiate with

Ray Conner any day.”

The Seattle conference also featured the final address to Aerospace delegates by Headquarters General Vice President Rich Michalski, who will retire in July after a long career which included responsibility for the 100,000-member IAM Aerospace Department.

Recalling the epic fight which led to a landmark settlement between the IAM, the National Labor Relations Board (NLRB) and the Boeing Company over retaliation for protected union activity, Michalski noted the courageous stand of NLRB Acting General Counsel Leif Solomon and the Board for helping defend the rights of union members in the face of unprecedented political pressure.

“Through combined and good-faith efforts of the NLRB, the IAM Negotiating Committee and the Boeing Company, we have forged a productive relationship that is the best in years and it will provide benefits to IAM members well into the future,” declared Michalski. “This was a win for all of labor.”



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