

THE SNAG SHEET

MONTHLY NEWSLETTER OF CANADIAN
AIRWAYS LODGE 764

May 2008



International Association
of Machinists and
Aerospace Workers
Representing Air Transport
Workers in
British Columbia and the
Yukon

President's Message

I trust that everyone has received the Company's first communication directly to you in preparation for collective bargaining in June 2009. You should have received it in the mail in the last 10 to 14 days. Officially it is titled "*Your 2007 Total Compensation Statement*" but make absolutely no mistake as to why it was sent to you.

Have you ever received a "*Total Compensation Statement*" at any time before in your entire career? No. The Company hasn't suddenly been filled with a heartfelt yearning to provide their employees with benefits information that they are not contractually or legally obligated to. They are telling each and every one of us, in a very unsubtle way, that if we wish to keep our Pension beyond the end of our current Collective Agreement, we had better be prepared to hand over in the neighbourhood of 27% in contractual concessions to pay for these benefits.

While the audited Pension Plan results are not released to the Company until June, it is a safe bet that the unaudited results they have seen lead them to believe that they will have to continue repaying the unfunded Plan deficit for the duration of the entire 10 year period negotiated with OSFI in 2004. Last year's Pension Plan results showed a reduction in the Plan deficit of just over \$1Billion. Until the sub-prime mortgage meltdown of worldwide financial markets began in the last half of 2007, it looked like the Pension Plan was on track to be fully funded by the end of this year. That would have meant that Air Canada would no longer have an unfunded pension deficit to repay. That hope appears to have disappeared and guess who is going to be asked to pay for it.

In Local Lodge764 elections held on Wednesday, May 14th, you have elected Brother John Gorman as the TMOS negotiations rep and Brother Steve Prinz as the Airports and Cargo negotiations rep for YVR. They will join Brother Ron McKelvie who was acclaimed as the Clerical negotia-

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tions rep on the DL 140 Negotiations Committee. It will be their job to secure our next Collective Agreement with Air Canada.

All of the Local Lodges across the country are just concluding their elections for their negotiations reps as well. All of these members will soon begin meeting, training and preparing for June 2009. They will need the undivided and visible support of the entire membership if we are to make any gains next year in the terms and conditions of our Collective Agreement.

The Company has just told us the first thing that they want. Let's make sure that they hear what **WE** want over the next 13 months.

LL 764 is in the process of reviewing our communications links with our members in an effort to better distribute information to you in a more timely manner. It is of vital importance during the next 13 months and beyond that you get quick and accurate information about issues, meetings and votes that directly affect you. We want to make sure that you have daily access to factual information and not have to rely on the workplace rumour mill to get misinformation.

Christopher Hiscock
President
Canadian Airways Lodge 764

Tech-Ops Shop Report

Information Issues:

Arbitration Hearings: The next scheduled date with Chief Arbitrator Martin Teplitsky is May 23rd, 2008 in Toronto.

UMCM Meeting: The UMCM Meeting was held on May 5th to 9th, 2008 in Toronto. The Shop Committee attended the role down portion at the end of the week.

Deferred Payment Leave Plan (DPLP): The Shop Committee met with Local Heavy and Line Maintenance Management on May 1st, 2008 to discuss the reinstatement of the Deferred Payment Leave Plans (DPLP) for Categories 1, 19 & 38 that were cancelled by the Company. The Shop Committee is finalizing a commencement date of these multi Category Plans. The Shop Committee will apprise the affected Members once a definitive date has been agreed to between the Union and the Company.

Gantt Chart Meetings: District 140 General Chairpersons and Shop Committee Representatives from Vancouver, Winnipeg and Montreal met with the Company on April 2nd, 2008 in Montreal to review the constant changes that are occurring regarding the planning/scheduling of aircraft maintenance throughout the system in 2008. The Union and the Company have not confirmed a further date to meet and discuss aircraft scheduling.

Heavy Maintenance Category 3 N.D.T. Shop Shifts: The Shop Committee along with Local Union Representatives has entered into discussions pertaining to shifts affecting the Category 3 N.D.T. Technicians working within the Heavy Maintenance Formation. The Company has been provided with a draft proposal. The Shop Committee will apprise the affected Members as more information becomes available.

Heavy Maintenance Category 31 Tool Issuer Shifts: The Shop Committee has been notified that the Company wishes

to enter into shift discussions regarding a new Shift Agreement for the Tool room Issuers. The Shop Committee will apprise the affected Members as more information becomes available.

Heavy Maintenance Overtime Agreements: The Shop Committee along with Union Representatives from Categories 1, 13, 19, 33, 38 and Technical Data Controller are currently in discussions with Local Heavy Maintenance Management to address to offering and recording of overtime. The Shop Committee will apprise the Membership as more information becomes available.

System Recalls/Transfers: The Company is continuing to attempt to fill approved staffing requests in several Categories and Classifications across the system. The Membership is reminded to ensure their contact information is current with the Union and the Company. Any Member receiving recall or transfer paperwork from Air Canada is reminded to ensure that the Tech Ops Shop Committee receives a faxed copy of there selection to accept/decline recall or transfer. The Tech Ops Shop Committee Office fax number is (604) 273-0896.

ACTS Monetization - Letter of Intent (LOI) Discussions: Representatives of District 140 met with Labour Relations on March 27th, 2008. District Representatives also met with Mr. Bolouri on March 27th, 2008 and with Montie Brewer on April 11th, 2008 in an effort to resolve the many issues facing the parties. The Membership is reminded to monitor the Local and District Lodge web sites and the Local Union Bulletin Boards for updates pertaining to these ongoing discussions.

In Solidarity,

Joe Toth, L/L 764, Tech Ops Chair
Glenn Cooper, L/L 764, Tech Ops Member
Glenn Girard, L/L 764, Tech Ops Member

No Dawn For Delta

When the two legacy air carriers in Canada imploded at the start of the new millennium, many turned their eyes southward to see how the big airlines in the USA would survive. With the exception of Southwest and Continental, and a few small regional carriers, the remaining legacy carriers (American, United, Northwest, Delta, and the merged USAir and America West) have all faired poorly under the assault of higher oil prices and low fare demands. Just recently, these same assaults consigned USA mainline carriers Aloha and American TransAir, and supplemental carriers Skybus and Champion Air, to the air transport history books. More recently, Frontier Airlines, based in Denver, reborn as a niche regional carrier flying to smaller underserved airports, abandoned five airports in the American Midwest on short notice, then fled to Chapter 11, the USA bankruptcy law, on April 23 to escape its leased aircraft obligations to Republic Airways.

Airlines in the United States under Chapter 11 protection have taken a very long time to emerge as viable businesses. Delta Airlines, the third largest legacy carrier in the United States, is still struggling.

Delta began its retrenchment with a strategic withdrawal to the US eastern seaboard in the 1990's. Aggressive competition and fuel prices forced Delta to abandon many domestic routes in the American mid-west and transborder routes to Canada. Delta chose Salt Lake City, Utah as its only hub in the western United States.

Delta management sub-contracted feeder airlines services from the mid-west and Canada to Salt Lake, and then concentrated its corporate resources to the US east coast around its huge stronghold at the Atlanta-Hartsfield Airport hub. Later, Delta expanded its Caribbean and Latin American services outward from Atlanta in search of revenue.

Delta needed expansion into Europe. Delta management

bought Pan American's landing slot rights to London, Heathrow from New York (JFK), and Trans World Airline's Frankfurt landing rights from the US east coast.

Delta was now suddenly short of long range aircraft. Air Canada quickly and happily sold them their six Lockheed L1011-500 extended range aircraft, which had become too expensive to operate in Canada. Delta had a major portion of its wide-bodied fleet in Lockheed aircraft.

In 2000, Delta became a partner in SkyTeam, an airline alliance created by Air France, AeroMexico and Korean Air. Today, Skyteam is the second largest of the alliances, but is almost unheard-of in the Great White North. Skyteam is dwarfed by the much larger presence of Air Canada, United and Lufthansa of the Star Alliance in Canada.

Delta was one of the last major US carriers to seek bankruptcy court protection. Delta management tried to couple an aggressive business expansion strategy with non-union employee concessions to work itself out of a non-ending black hole of debt. The strategy included fleet retirements of the 56 venerable three-engined L1011's and all the B727's, and replacement with twin-engined B767 and 737-800 aircraft.

Yet by 2004, even with unionized pilot wage concessions of 32.5% and sub-contracting its B757 and B767 aircraft overhaul work to lower cost third party providers, the savings and concessions did not produce profit.

After 2004, the second strategy was to abandon the less profitable domestic hub operations at Cincinnati and Dallas and use these aircraft for more lucrative long haul destinations. Cincinnati, Ohio was closed and operations at Dallas, Texas were substantially reduced. Large layoffs resulted. This strategy was deemed to be by most industry pundits as an exercise in "too little -- too late".

By September 2005 Delta had reached the bottom of the

financial barrel and applied for Chapter 11 bankruptcy protection. When all the corporate strategies failed to produce the income needed to keep the carrier alive, Delta management tried to muscle key suppliers to lower their prices. Air Canada with its subcontracted Delta aircraft overhaul work at Vancouver was one of the targets.

Air Canada had initially submitted an aggressive bid to obtain the Delta contract. Numerous circumstances conspired to make the bid dysfunctional at Vancouver, and unprofitable for both parties. Delta's demand for a price reduction in the overhaul contract triggered an escape clause that Air Canada immediately exercised. The escape clause became the June 2007 nail in the coffin for aircraft heavy maintenance work at Vancouver. Delta respected our people and loved the quality of our work, but harsh oil price economics and a bad business plan forced them to take their business elsewhere.

Today, Delta is desperate. Delta knows it can no longer survive as a "stand-alone" legacy carrier. Delta must merge with another big USA carrier to have any hope of continued operation, and the preferred "marriage" is with Northwest Airlines, the fifth largest legacy carrier in the United States. A stock swap is one option being discussed. However, Northwest is itself, a former Chapter 11 basket case.

Northwest added its own section to the book on Chapter 11 bankruptcy brutality. Northwest mechanics, as you might recall, decertified the IAMAW prior to 9/11 to embrace the American Mechanics Fraternal Association (AMFA). Northwest Airlines management, keenly aware that AMFA had no respect or support in the worldwide labour movement, promptly shed its entire heavy maintenance department and laid off all the AMFA mechanics. Northwest then imposed deep cuts and punitive work rule changes on all its remaining employees to stay operative under bankruptcy protection.

AMFA protests were futile. Former AMFA members, now without recall rights, crawled back to line maintenance vacancies as Northwest became healthier, if the company would

hire them. Remaining Northwest employees, already brutalized by job cuts, wage concessions, and work rule changes have not been overly excited about more sacrifice with a Delta merger. These people know what's coming.

Largely non-union Delta wants to maintain its name and certain privileges for its employees in its merger with Northwest. The largely unionized groups at Northwest think otherwise.

In a scenario well known to air transport workers in Canada, the two legacy companies discussing "merger" have hit the wall of collective agreements and employee seniority contract language. The pilots from Northwest and Delta, and their union ALPA, are already scrapping over aircraft type assignments and flight routes. The Delta flight attendants, presently unorganized, recently started shopping for a union. The maintenance and ground workers at Delta are unorganized and will probably suffer the fate of the TWA workers with the AMR merger – "bottom of the list".

The NWA/Delta merger has become further complicated by concerns from US regulatory authorities about reduced market competition. Northwest/Delta would create immense corporate concentration by two major carriers in the eastern United States. The US Department of Transportation has recently signaled its concern to both carriers.

Merger and acquisition lawyers are already lining up for fat retainer fees from the lengthy litigation which will arise from this effort.

Meanwhile, Northwest and Delta workers will line up for pink slips.

Doesn't this sound like something that we in Canada have already seen before?

HISTORY TIDBIT:

The six Air Canada L1011-500 series aircraft (AC551-556) sold to Delta were operated until consigned to desert storage after 1990. AC551 was scrapped. Two saw later use. One was sold (AC554) to Congo Airlines, which later became

Hewa Bora Airlines, and was operated until replaced in 2007 with a B767. The other (AC552) was sold to YES Charter Airlines of Portugal and was operated until January 2007. The aircraft is currently being dismantled at Lisbon.

David Varnes,

ST LL764 and Chair History Committee

PENSION SEMINARS

Tuesday, June 17th

Thursday, June 19th

There will be one (1) session each day, at **1600 hours**, at the Local 764 offices
7980 River Road, Richmond.

Please register by fax or email only:

Fax: (604) 273-9670 **or**

Email: iam764@telus.net.

Airports/Cargo Report

Arbitrations

Next meeting with Mr. Teplitsky is for May 23, 2008 in YYZ.

Baggage Agents

The Promo for 1 Agent that closed on the 18th of March has been awarded to a transfer from YYZ.

The Promo for 1 Agent that closed on April 28, 2008 is in the process of being awarded.

There is also another Promo Bulletin out for Agents that closes May 16, 2008.

The Shift Committee and the Company have agreed on a summer shift, which will be bid on May 15, 2008 and implemented on May 26, 2008. The bid will take place in the Domestic Office and the phone number is 231-6502.

Cabins

The Summer shift has been bid and will be in effect as of the 14th May. The Shop Committee would like to thank Brothers John Dillon and Paul Iverson as well as Sister Joanna Cohen for all their hard work.

The Shop Committee has identified the need for additional Manpower to Local Management due to retirements as well as movement within Scope.

Overtime: 501 hours for the month of April.

Cargo

There is a Promo Bulletin out for Agents that closes May 16, 2008.

There is also a staffing request for 4 Permanent Station Attendants due to retirements.

Ramp

The Shift Committee is hoping to have a shift out this week.

Overtime: 3910 hours for the month of April, which equates to 25 full time jobs.

General Info.

The National Shop Committee meetings as well as the UMCM roll down were held in YYZ on May 8 & 9 in YYZ.

The Airports/ Cargo 2008 Seniority list is out, a copy of which is available for viewing in the Shop Committee Office. Employees have until May 17, 2008 to file an appeal.

Retirements June 1 2008

Roy Macgregor, Lead Station Attendant - Ramp

Bernie Stav, Station Attendant - Ramp

Doug Ardagh, Station Attendant - Cargo

Bob Hayes, Station Attendant - Cargo

Dena McLeod, Cabin Service Cleaning Attendant

Heike Wrobbel, Cabin Service Cleaning Attendant

Respectfully Submitted,

Kevin Cox, Chair

Craig Chard, Member

16th YVRAA Report

The 16th Annual General Meeting of the Vancouver Airport Operating Authority (YVRAA) was called to order at 1530 hours May 01 by Chair Graeme Clarke.

Short reports then followed by the VP's of Operations, Engineering, Finance, Environment & Community, and CEO Larry Berg.

Considerable time was spent detailing YVRAA improvements to the arrivals process for visitors who do not speak English, to address last year's tragic tazing of a Polish person.

Additions to infrastructure this year have been costly and substantial. Construction consumed the 2006 surplus of \$161M, and the entire 2007 AIF Fee and Concessions Rental revenue stream, with only \$0.3M left for 2008. YVRAA had to float another bond issue for \$200M, \$150 which paid off previous debt issues, and \$50M which will be used for on-going projects.

Questions from the public included the YVRAA practice of constantly tendering sub-contracts for public screening personnel, which prompts a "raise to the bottom" for wages, why more personnel with languages other than English or French are not employed by Canada Customs and CATSA, and the need for more multi-lingual signs throughout the Airport for places like washrooms and information areas.

I was surprised that the Airport Noise issue prompted only one feeble public comment. But then again, if it was your issue, you had to be at the AGM.

Your delegate commented or raised questions from the Annual Report made available on the YVRAA Website April 18.

Kudos were extended to the YVRAA website developers for the excellent drop-down display of the Northlands development process which will extend over the next 10-15 years, but there was no cigar for the three spelling mistakes found on the website. It was corrected within 24 hours.

Turning to more serious matters, financial questions included repayment of deferred rent to the Federal Government of \$20M with only \$4m paid to date, what Company got a \$3M rent credit from YVRAA and why, how come the retired compensation arrangement for YVRAA Executive Officers jumped from \$628,000 in 2006 to \$2.3M in 2007 (golden handcuffs), what measures were being taken to mitigate the asset-backed commercial paper (ABCP) losses of YVRAA (\$33.7M written down \$26.4M so far), and the status of the \$10.2M bridge loan by Vancouver Airport Services (YVRAS) to the Larnaca, Cyprus authorities.

Land issues were next. WestJet has decided to occupy the former CPA, then BCIT, Hangar at the South Terminal avoiding the Burkville controversy, and passing on the Northlands development.

YVRAA had originally intended to demolish all the structures in this area, but now has allowed London Air Services to build a new hangar on a portion of the old CPA/BCIT tarmac, and is now committed to new runway and taxiway construction on the south side.

YVRAA has entered into discussion with Air Canada over property issues that will arise when it builds a north-south runway overpass for aircraft across Grant McConachie Way and the RAV Line that is part of the 2027 Airport Master Plan. This project is expected to start around 2015. The North Hangar will be impacted.

The meeting lasted about 1.5 hours and was attended by about 70 persons. Most were dignitaries. I got the sense that Larry Berg and the "boys/girls" have learned that the best way to get past the public portion of their obligation was to present as little as possible in the report. I used to find lots of controversy in the footnotes. The fishing was very poor this year.

Fraternal regards.
David Varnes, ST LL764

LL764 Pension May Report

On April 16th, the Ex-CAIL Pension Committee met with the Employer in YVR for our biannual meeting. Like the 3rd Quarter report from our November 2007 meeting the 4th Quarter 2007 financial news was not good. It was a continuation of the market downturn sparked by the sub-prime and asset backed mortgage meltdown.

The net result was a -0.7% return on Master Trust Fund assets for the quarter and -0.3% return on assets for the year. The 30 year bond rate (used to determine the liabilities of the plan) was down slightly at 12/07 from 12/06. This may very well mean a slight increase in the Plan deficit numbers. We will have to wait for the December 31st, 2007 Actuarial Report for the final verified numbers. This report is given to Air Canada by the actuaries at the end of June each year and released to the public in August.

These same market trends continued into the 1st Quarter of 2008 but have slowed considerably due to the intervention of the Central Banks in the marketplace. The long term effects of that action is yet to be seen.

The Company held pension seminars in YVR, YWG, YYZ and YUL in April. They sent out 1059 invitations to employees who either had at least 29 years of service, 85 points or were age 60. They ran one seminar at each base except YUL where they ran 2 with a maximum of 40 people in each seminar for a total of 200 seats. All of the seminars were full and a number of employees were denied attendance because of space constraints.

At this rate it will take 2 ½ years for remaining 850 people to get the chance to attend a seminar and that does not take into account the employees who will reach these milestone requirements in that 2 ½ year period. We informed the Company that they need to seriously consider putting on more seminars in the fall, particularly in YVR because of the high

average seniority of the members at the base. They are taking it under consideration and will be having discussions with DL140 with respect to the fall seminars they have planned.

Because of the demand for seminars and our belief that the seminars should be available to all employees regardless of age or length of service, we will be holding 2 seminars of our own next month on Tuesday, June 17th and Thursday, June 19th, 2008. They will be held at the Local Lodge offices on River Road at 16:00 on both days. We would ask all members interested in attending to please fax your name and phone number to the Local so that we plan accordingly. The fax number is 604-273-9670.

Spouses are always welcome and indeed are encouraged to attend. There is a lot of information provided and 2 sets of eyes and ears are always better than 1. If you don't believe me, ask the owner of the other set you will be bringing with you. Attendance is on your own time for our seminars and the dates are picked so that we straddle both sides of most ramp 4x4 shifts. Email is the most effective way to reach me. I may be contacted at pres764@telus.net with any questions or concerns that you may have.

Respectfully Submitted,

Christopher Hiscock
Chairman, LL764 Pension Committee

CAMC Board Meeting

April, 2008 Calgary, Alberta

Attended CAMC reception April 1, 2008 6 pm to 10 pm where the new CAMC CEO, Robert Donald was introduced.

April 2, 2008 CAMC Board Meeting at SAIT Aviation Campus, Calgary International Airport.

On the Agenda was preparation of the 2008-2009 Budget done to be finalized next Board meeting.

Finalization of the program for the 2008 Annual Forum and AGM in Calgary.

Discussion on the upcoming sale of the CAMC curriculum to India for the training of AME's in India.

Also discussed the current study being done on the needs of the Canadian Aviation community.

Some discussions on the other projects being done and considered by CAMC and on the possibility of obtaining funding from the Government for them.

The next Board meeting is to be in Ottawa, June 18 and 19 with the first annual CAMC Golf Tournament on June 17th.

After meeting, Members of the Board went to the Western AME Annual General Meeting and Convention that was on during our stay in Calgary.

Respectfully submitted,

Gary Mondoux
CAMC Board Member for
IAM & AW LL 764

United Airlines Report

There are three outstanding grievances at Step 3

One outstanding grievance at Step 1

The Negotiating Committee met with the company April 21-25 for the start of direct bargaining. Further meetings have been scheduled for June 9-13

The summer schedule has been finalized and will be bid May 15 for a start of June 1. It is expected to run until early September. The company has committed to hiring 20-25 temporary employees for the summer

The company is continuing to hand out dependability letters to members they deem are using more than the average sick time. Average sick time has been determined by the company, and it has not communicated this, or the scope of the dependability program, to the membership

Vancouver station has been moved out of the West region of United and is now under the Mid-East region, reporting to management in Denver. This keeps all the Canadian stations together in one region, and should mean the membership has seen the last of Ken Brown from SMF and the upheavals experienced earlier this year

In solidarity,
Janet Andrews
Senior Steward, UAL

Clerical Report

No new grievances to report (yet).

The new contract implementation date has been postponed until mid-June due to unforeseen problems on the Company's part.

The members are very upset with this.

Many members are also upset with their present job classification and would like to grieve the matter but as I still do not have a current copy of the contract (job descriptions), this will have to wait.

I have asked Labour Relations for a copy of the current contract and a copy of the new Seniority List. A meeting is set for Wednesday with the new manager, Hugh Tait about this.

In Solidarity,

Ron McKelvie
Chief Shop Steward, LL 764 Clerical

Medisys / GWL Report

A meeting was held at the Air Canada Base in Toronto on April 24, 2008 to discuss a proposal to implement a system wide process in obtaining Independent Medical Evaluations for our members with complex medical issues. These medical issues are most always associated with a denial of benefits by Medisys or Great West Life and the intent was to look at ways to reduce the time without benefits and address the high cost associated with arbitrating these cases.

Other areas of concern include a review of a form from GWL/Medisys requesting our members to allow access to WCB files and to ensure they proceed with appeals on any denied claims. This form also requires members to reimburse any monies awarded by WCB.

Respectfully submitted,

Cam McDonald
Local Lodge 764
Disability Benefits Representative

E.A.P. Report

MAY 2008 REPORT

EAP Regional Coordinator gives new Air Canada employees an introduction to the EAP program April 16, 2008 at ACGHS.

EAP program receives Labour Participation Union Counselor Newsletter from United Way monthly.

EAP Program continues to collect appropriate community service contacts in the Greater Vancouver Lower Mainland.

I would like to express my thanks to Local Lodge 764 for sending me to the Union Counselor Tour, put together by The Labour Participation Department of the United Way

On Friday, April 18/08 - A group of 20 Union counselors set off for the Fifth Annual Union Counselors Agency Tour.

The following were the three community services we visited:

- North Shore Neighbourhood House
- North Shore Community Resources
- South Burnaby Neighbourhood Houses

This Agency Tour gave me the opportunity to learn more about community services visit agencies and meet other union counsellors to help be more effective and supportive in the workplace and the community, in my role as an EAP Regional Coordinator for the IAM Union.

In Solidarity,

Brian Bethell
Western Regional Co-ordinator, EAP

MTU-C Report

GRIEVANCE STATUS

Policy Complaints Personal/Group Grievances

Article 5 – Mandatory O/T	(1) O/T denial (resolved)
Article 2 – CIP (In Progress)	Termination (Resolved)
Article 4 – Stat Entitlement (DL 140)	Discipline. (Resolved)
Article 10 – Perf. Assessments (DL 140)	Bore scope blending (step one) Acc. Shop Apprenticeship (resolved) Removal as Lead (step one)

With the posting of four (4) Quality Assurance Inspectors for upgrade purposes, the Union feels it is necessary that we enter into an agreement for Temporary Pool Assignments.

The Company has been presented with the Union's proposal and is awaiting feedback.

The Company has recalled all but 3 individuals from the GTE Classification.

It is with great sadness that I announce that Marian Dyck passed away on April 24th, 2008. Marian's zest for life, her willingness to strive for excellence and her all round friendly disposition will truly be missed.

In solidarity,

Neil Carter
Senior Steward

Next General Meeting

June 11, 2008

5 PM

**7980 River Road
Richmond, B.C.**



WE'RE ON THE WEB!
WWW.IAM764.CA

IN MEMORIAM

BROTHERS:

BERKLEY THOMAS

DON HONOUR

BERT TAKACS

GUS BROEDERS

BOB RISK

Local 764 Executive Board

Chris Hiscock – President

Mike Sanghera – Vice-President

David Varnes – Secretary Treasurer

Laura Sharpe -Recording Secretary

Steve Daechsel -Trustee

Wes Sim – Trustee, Educator

Cam McDonald -Trustee

Dan Cooke – Conductor/Sentinel

Gordon Taylor – Communicator

Neil Carter – Senior Steward MTU

Janet Andrews – Senior Steward UAL

Ron McKelvie – Clerical Chief Shop Steward

The Snag Sheet is published 10 times per year :

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