

THE SNAG SHEET

MONTHLY NEWSLETTER OF CANADIAN
AIRWAYS LODGE 764

Sept 2008



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

The President's Message

The 37th IAM&AW Grand Lodge Convention was just held in Orlando, FL on September 6th to 13th. LL 764 sent 8 delegates to represent us at this convention. The Grand Lodge Convention is held every 4 years and is attended by delegates from every Local and District Lodge in Canada and the USA.

This is the only time that the members get a chance to vote on changes to the Constitution and the way the Union does business in each 4 year cycle. The biggest issue before the delegates at this year's convention as everyone is aware was the proposed 2% dues increase. This increase would have seen our members paying up to \$60 a month increase in their union dues.

This 2% proposal was not approved but there was an alternate proposal that was approved by the delegates. It will result in a \$4 per month dues increase for every member starting in January 2009 and an additional \$2 per month increase starting in January 2011. In the current dues structure as well as the newly approved dues structure, there is an annual increase of the Grand Lodge per capita equal to the weighted hourly wage increase of all of the IAM&AW members in North America. This means that even though we at Air Canada, MTU or UAL may get little or no wage increase, our dues are still increased by this weighted average.

The Grand Lodge per capita is the amount of money each Local Lodge must remit to the Grand Lodge every month for every member in the Local. In 2008 it was \$21.82 per month. This has happened every year since 1976 so that is nothing new. Over that 32 year span the increase averages about 3% per year. This year it will be 3.02% or \$0.78 per month. With this increase it will now be \$26.60 per month effective January 1st, 2009.

The intention of LL 764 is to **NOT** increase our portion of your dues. The Executive is studying the new dues increase and determining what percentage increase this equals for all of our members. Air Canada, MTU and UAL will have to be advised of the proper amount of Union dues to withhold from all of our paycheques prior to January 1st, 2009.

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The District Lodge Convention will be held in YYZ on October 21-23rd and the District dues per capita for 2009 will be set at that time. The DL 140 bylaws allow for a \$0.25 increase per year. There was no increase in 2008 but I would anticipate the \$0.25 increase to be applied for 2009.

Any increase in your dues will have to be voted on at a regular Local Lodge monthly meeting. It will most likely be the December meeting to allow us to meet the notification timelines so please watch your bulletin boards and the web-site www.iam764.ca for notice of any dues increase motion and meeting time.

While any dues increase is not welcome news, it could have been a whole lot worse.

Christopher Hiscock
President Canadian Airways Lodge 764

The Last Vanguard

As air transport in Canada emerged from the piston-driven prop decade in the 1950's and looked for faster, quieter, larger, and more luxurious long range aircraft, developments in the turboprop field began to mushroom. The British offered the Britannia and the Vanguard, and the Americans countered with the Lockheed Electra. The Electra saw brief service with PWA, and later, Northwest Territorial Airlines.

The dominant large turboprop aircraft to grace the skies of Canada were the Bristol Britannia and the Vickers Vanguard.

The Britannia, also known as "the Whispering Giant", was the choice of Grant McConachie's Canadian Pacific Airlines. Eight of these aircraft were acquired in 1958 – 59 from Bristol Aircraft. Six were the -314 model operated on domestic routes, but required restricted seating on international flights. Two were the -324 model, with higher payloads, and were operated to Pacific destinations. Britannias had only a brief stay with CPA, the shortest being three years, the longest being seven, before being pushed out the door by the arrival of the DC8. I chronicled the Britannia history in an earlier section.

The Britannia's British turboprop competitor was the Vickers Vanguard. The Vanguard was originally designed by Vickers Aircraft in 1959 to meet British European Airways (BEA) demand for a bigger, faster turboprop aircraft than the current 50 seat Viscount and the 72 seat Super Viscount.

The Vanguard proposal from Vickers featured a unique

"double bubble" fuselage design, allowing for a roomier cabin and greater cargo capacity. BEA ordered twenty-one aircraft, six –951 models, and fifteen –953 versions. Most were delivered by 1961, just as Boeing and Douglas were bringing their 707 and DC8 fanjets to the market.

By 1966 many Vanguards were being displaced on BEA passenger routes by fanjets. BEA converted nine Vanguard –953 aircraft to cargo "Merchantmen" to extend their service life. When BEA was merged with British Airways, the Vanguard aircraft were deemed surplus and sold.

The Vanguard design also attracted the attention of another Viscount operator – TCA/Air Canada.

TCA/Air Canada ordered twenty-three Vanguard –952 models. This variant had a 4700 hp Rolls-Royce Tyne engine, a 30,000 foot service ceiling, a 425 mph cruise speed, an 1800 mile range, and a more robust wing and superstructure design for heavier operating weights. Vanguard fins were numbered 901 – 923 and registrations ran from C-FTKA to C-FTKW.



Western Canada saw the Vanguard briefly in the mid 1960's on a long multi-leg flight, or "milk run". Flight 503 started at Toronto early in the morning and arrived at Vancouver by mid-afternoon after five station stops. The flight turned around at Vancouver and departed in the early evening as Flight 504, operating evening and overnight to four stations (Calgary, Regina, Winnipeg, and Toronto) before terminating at Montreal, the next day, at noon.

Abysmal western operational experience and the Vanguard's tendency to suffer periodic electrical convulsions prompted Air Canada to restrict Vanguard operations to the Eastern, Central, and Caribbean regions of the company.

Western Canada unexpectedly saw the Vanguard again in 1967. On May 20, DC8-54F Jet Trader aircraft AC813 (C-FTJM) "turned turtle" during a training flight at Ottawa Uplands Airport and was destroyed, with the loss of all crew. The destruction of AC813 immediately forced Air Canada to

address its cargo commitments across Canada. There were no DC8 freighter aircraft available. The solution was to replace that lost cargo capacity with two Vikings.

Vanguard fin 911 (C-FTKK) was hurriedly converted to a "Cargoliner" by the Montreal Shops. First, the aircraft interior, galleys, and washrooms were stripped out. More than a dozen large segregated bins were then installed in the upper deck to safely secure cargo. Roller tracking was placed along the right side of the upper deck to facilitate loading and unloading from the bins. Cargo was loaded and off-loaded along the tracking to the bins, through the front and rear passenger doors, which had their built-in passenger air stair assembly removed.

The entire loading and unloading process was clumsy, restrictive for large cargo was loaded upstairs by the door sizes, manpower-intensive, and time consuming. Ramp crews had nicknamed this aircraft "The Pig."

A second Vanguard in passenger configuration followed the "Cargoliner" across the country from Montreal-Toronto-Winnipeg and Edmonton to pick up air mail, and offered the only "overnight red-eye" from Eastern Canada at the time. Both aircraft would arrive Vancouver in the very early morning to be unloaded and serviced.

The passenger aircraft usually departed on time to Montreal with a small passenger load. The "Cargoliner" took a lot longer time to unload and load, and its return to Montreal was frequently delayed. The "Cargoliner" operation continued for more than a year, until Air Canada was able to release one of its DC8-54F's in the fleet that was in passenger configuration (AC815) for conversion to a freighter.

The "Cargoliner" remained in Air Canada service as a substitute cargo aircraft and for ad-hoc cargo charters until 1970. Victoria B.C. saw the aircraft several times in the late summer when it was filled with fresh-cut daffodils from G.A. Vantreight Florists, for the Easter Seal fundraising efforts across Canada.

In 1970, Air Canada sold the entire Vanguard fleet to Air Holdings U.K. as a down payment for the Rolls-Royce RB211 engines ordered for its L1011 aircraft. Air Holdings, in turn, sold the majority of former Air Canada Vikings to charter carriers Europe Air Services (EAS) of France, and Invicta International of Great Britain. Many of these aircraft were immediately recognizable as former Air Canada Vikings because the new operators would simply repaint the tail and the titles and not change the colour scheme. Some aircraft continued in passenger operation with EAS and Invicta, but most were converted to freighters. Some converted freighters were later sold to smaller air cargo companies offering over-

night freight service to and from less-used regional airports throughout Europe.

The "Cargoliner" was sold to Europe Aero Services, who provided distribution services to a French newspaper chain.

CF-TKK was destroyed in Toulouse in a bad weather landing.

The last production Vickers Vanguard (Air Canada Vanguard fin 923 - C-FTKW) was bought from U.K. Holdings by Merpati Nusantara Airlines of Indonesia and operated in passenger service until scrapped in 1984.

The Vickers Vanguard, and in fact, all the passenger turbo-prop aircraft that I have listed in this article, never became successful because their introduction slammed head-on into emerging fanjet technology.

By 1960 both Boeing and Douglas had fanjets on the market that flew twice as fast and three times the distance of the smaller, ponderous, noisy, mechanically-prone turboprops.

Vanguard production became still-born at just forty-three aircraft. Bristol and Lockheed passenger turboprops saw limited production, but these aircraft types prospered when the manufacturers produced military models.

Used passenger turboprops soldiered on through the air transport ranks, many snapped up by supplemental carriers and third tier operators. Most were operated until their Certificate of Airworthiness (C of A) expired. Today, you can only find a few passenger turboprops in aircraft museums or third world scrapyards.

By 1996, only one operational Vanguard remained.

A former BEA aircraft, serial number 719, registration

G-APEP, hull name Superb", was converted to a "Merchantman" by BEA and later sold to Hunting Air Cargo of the United Kingdom.

Hunting operated the aircraft on its Belfast-Coventry-Brussels route until the aircraft reached 44,019 airframe hours. On October 17, 1996 the last and only still intact Vanguard, was flown in to the Brooklands Air Museum, where it now resides on static display, still in operational condition.

David Varnes, ST LL764

AIRPORTS / CARGO REPORT

SEPTEMBER 17, 2008

Arbitrations

Next meeting with Mr. Teplitsky is set for October 1, 2008 in YYZ.

Baggage Agents

We are looking for a Shift Committee assistant to Peter James for the upcoming winter bid. If interested, please contact the Shop Committee.

Cabins

There is a posting for 5 full-time spare shifts on a 4/2 17:30 - 01:30 as well as a time change to a part-time shift from 21:30 – 21:00.

Overtime: 553 hours for the month of June

646 hours for the month of May

786 hours for the month of August

Cargo

There will be a winter and a summer bid in Cargo this year due to a resolution at arbitration. This item will be put forward to the 2009 Negotiations.

Ramp

There seems to be an excessive amount of discipline being handed out lately, members are advised to have a Shop Steward present at all meetings with the Company if the possibility of discipline is to be discussed.

Shop Stewards are reminded to take accurate notes so the Shop Committee can proceed with any type of appeal.

Overtime: 4584 hours for the month of June, this equates to 29 FT jobs

3540 hours for the month of July, this equates to 22 FT jobs

4293 hours for the month of August, this equates to 29 FT jobs

General Info.

We have preliminary layoff numbers by classification but have been asked by District 140 to wait until they post a Bulletin.

The Shop Committee Chair will be attending the quarterly U.M.C.M. / meeting in YYZ this week and hopes to return to the D.P.L.P. and Special Leave Programs to hopefully mitigate the layoffs that are scheduled to take effect Nov. 1, 2008.

Retirements September and October 2008

Gord Reynolds, Station Attendant – Ramp 30 years

Al Mann, Station Attendant – Ramp 35 years

Respectfully submitted,
Kevin Cox, Chair Craig Chard,

EAP Report

EAP 001 Training at Placid Harbour - Aug 9 -15

ACGHS Lead Station Attendant, Robert Croteau in attendance.

EAP Quarterly Meeting, Sept. 17/08 - Six Coordinators attending..

EAP revised website. District Lodge140 helpful. Pamphlets, resource information, newsletters and National EAP Coordinator contact across Canada www.iam140eap.ca

EAP revised website LL764 www.iam764.ca

(Employee Assistance Program)

EAP Office has moved to the east side of Ops Centre - the old

Health & Safety office, Sept 3, 2008.

Revised EAP Coordinator Contact Poster - attached to all EAP bulletin boards in the workplaces.

EAP reports a temporary transition from the EAP Reimbursement Plan starting Sept 1 2008. District Lodge 140 will be mailing out information on a new Plan to all IAM members at Air Canada hopefully, starting October 1, 2008.

In Solidarity,
Brian Bethell,
EAP Regional Coordinator

GDIP/Compensation Report

Group Disability Income Plan / Workers' Compensation September 16, 2008

GDIP

I am presently in receipt of documents from Medisys regarding the status of 12 of our members. The documents contain information as to the status of their claims and advises them of what is required to continue benefits.

A majority of the notices are advising members that their claims have been declined pending more medical information. One member has been without payment for approximately one year and has recently just been in contact with me.

I had submitted a grievance on one member's behalf for non-payment of benefits and have been in contact with Bro. Todd Haverstock regarding preparation for Arbitration. The case involves non-payment of benefits for a period of approximately nine months.

WCB

I have been contacted by several members requesting advice on their WCB claims and have referred those requiring Appeals to the Workers' Advisors Board
At present, I have one ongoing WCB claim from last year that is working its way through the appeal system.

Respectfully Submitted,
Cam McDonald, Trustee, LL 764

Clerical Negots Update

SEPTEMBER, 2008

I attended Classification Hearings in Montreal, September 3 and 4, 2008.

All Appeals were dealt with and the Company will advise the Employees of the outcome.

In Solidarity,
Fran Manhard IAM Clerical Negotiations Committee

United Airlines Report

Contract talks with the Company continued through the summer and a tentative agreement was reached in August. At a ratification meeting held Monday, August 18th, 2008, the new Agreement passed with 55% of members in support.

The new Agreement will run retroactively from April 1, 2008 until April 1, 2011. It includes modest wage increases of 1.5% in the first two years and 1% in the final year, with a 1% lump sum paid into a Canadian RRSP in the second year. There was also a commitment to renew the inclusion of alternate shifts in scheduling, and no negative changes were made to current benefit programs.

The membership thanks the Negotiations Committee, Sis. Laura Sharpe, Bro. Geoff Smith, Bro. Al Thurgood, Sis. Tania Canniff, and Retirees Bro. Terry Deane and Bro. Stu Smith for all their hard work.

Two grievances at Step Three were heard by the Company on September 10. Decisions are pending and expected in the next two weeks. A third grievance was resolved pending the Company's compliance in setting out examples of how paycerts should be correctly filled out.

The issue of Dependability Letters was also raised on September 10. The Company was served with some 30 grievances regarding Dependability letters issued since January 1, 2008 on the basis that members were being held to unpublished, arbitrary and inconsistent expectations. The Company committed to working with the Union to outline their expectations with regard to Dependability. This has been stressful and frustrating for members to be held to a set of unpublished and changing expectations.

The bid scheduled for September 12, 2008 was cancelled at the Union's request when it was found that the Company's man hour numbers for permanent employees had not changed appreciably from the summer. This saved 8 full time jobs that would otherwise have been lost while the Company retained 6 temporary hires into October. The Union committed to working with the Company on making slight changes to shift times to accomplish carrying the current bid to November 2, 2008.

In Solidarity,
Janet Andrews, Senior Steward, UAL

Safety Ramp/GSE/Cabins

Three safety meetings – June, July, August.

HRSDC (Labour Canada) came out for a site visit at the end of August.

We toured the DTB North Bag Hall , the ramp and the new operational Area at Gate 35/37.

Two AVCs were issued relative to the lunchroom at gate 35 : one for

Garbage bins without covers and the second was for the fridges not

Keeping the contents at 4 degrees or cooler. AVCs are posted on the Safety Board. A direction was issued (order) was issued to close down the one way underpass between C36/C33 due to vehicles going against the one way flow causing a potential serious incident. Roadway was closed for 1 day and re-opened when repairs completed in the C pier underpass by D50.

Discussion occurred with HRSDC about lunchroom facilities and the

Employer responsibilities. According to Code AC does not have to provide lunchroom facilities but when they do then the code is clear on what the facilities must have to comply. Other than the AVCS above C35 Lunchroom was given the okay. HRSDC did verbally order that a microwave and a toaster be thrown out as they did not have a CSA stamp.

During the summer months more than 1500 bottles of water were

Handed out when temperatures exceeded 25 degrees C.

YVRLAA agreed to and presently installing water fountains outside

At gate 77, Int'l inbelts, TransBorder inbelts and Gate 58/64.

There were 6 sessions of 2 hours each with a materials

handling

Consultant to show members how to minimize injuries by using Certain techniques. Well received by attendees.

61 facility maintenance issues were resolved or are being resolved

Shortly with YVRLAA Maintenance.

Eagle II and III lift devices for disabled passengers (3 year project)

To get them on/off aircraft without members having to manually lift.

This has been successful - 23 units are being ordered with 5 for YVR.

Larry O'Brien – Ramp Safety Coordinator (604-231-6533)

CLERICAL STEWARD'S REPORT

In the months of June and July, two laid off members were called back.

Many questions about the impending split of AC/ACTS and the impact it will have on our members. We have members in AC, ACTS and ACGHS.

The number one question being asked by the members is when will the retroactive monies be paid out?

The Company did a run on this matter and if it works out, the retroactive monies would be paid out in the first pay period of October. If this procedure did not work, then the members could receive this money in the New Year.

Dealing with many Great West Life problems, members were being missed. This has been corrected.

One recalled member had many payroll problems, which have now been resolved.

Have a Grievance going in front of Teplitzky about our Paid MSP that the Company is not paying.

We have two members still not in the pension plan. This is an issue that will be dealt with.

One member is going to retire at the end of September.

In two of our departments, they are using shifts that are not in our collective agreement (6-3 and a 4-4 shift). This is a tricky matter.

The job classification grievances have been looked at by the Company and the previous Negotiations Committee. The Company will notify the employees of the outcome.

One member is now off on LTD.
I In Solidarity,

Ron McKelvie Chief Shop Steward LL 764 Clerical

LL764 Pension Committee Report

SEPTEMBER 2008 - LL764 PENSION COMMITTEE REPORT

OSFI requires that federally regulated pension plans that are not 100% funded must complete an actuarial valuation of the plan every year rather than every 3 years as required for fully funded plans. A snapshot is taken of the Plan's assets and liabilities as at January 1st of each year and the valuation is given to Air Canada in June of that year by the actuary, Mercer Canada. It is then released to the public and employees in August.

The actuarial report is 51 pages of accountant speak and columns of numbers that in the end tell us that while in 2006 our pension plans took 2 steps forward; in 2007 they took 1 big step back. The AC Main plan to which our OAC members belong went from 95% funded to 90% and the CAIL IAMAW plan went from 93% to 88% funded. On a going concern basis, the fund is actually in a surplus position and that surplus increased from \$440M to \$681M.

The Company has again prepared a very good and informative précis of the report and compiled it into a 4 page document that is available on the Aeronet. You will find it at the bottom of the My News page. It can also be found by

selecting My HR > My Pension News > Air Canada Pension Update – August 2008. I encourage everyone to read it as it does a very good job of explaining exactly what happened to our pension plan and most North American pension plans in 2007.

I will not restate what the Company report explains very well. I will just summarize it by saying that everyone should be aware of what has happened to the world equity markets since August 2007 when the sub-prime mortgage debacle first started to surface in the US as well as a general slow-down in the North American economy. Both of these things have conspired to give us a - 0.5% return on Plan equity for 2007. This is the first year that I can remember that the Plan has had a negative return on investment. In fact over most of the last decade we have had double digit returns ranging from 9.8% to 15.5%.

These new valuation percentages will be in effect for all pension entitlement calculations until the next actuarial report is released in June 2009. For employees who retire and elect to receive a monthly pension benefit, they will receive 100% of their pension as always. The only effect this underfunded percentage has is that employees who leave the Company and elect to take a lump sum commuted value of their pension benefit will only receive an amount of their total value equal to the funded percentage; either 88% or 90% depending on which Plan you belong to.

They will be paid the remaining 12% or 10% in 5 years as long as the Plan is still in existence regardless of its funded percentage at that time. If the Plan were wound up in that 5 year period after you leave, then you will be treated like every other member who is owed money and receive a percentage of your money owed that is equal to the funded percentage at the time the Plan was wound up. This ensures that everyone who participates in the Plan shares the same risk and cannot avoid it by leaving the Plan early.

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, LL 764 Pension Committee

Tech-Ops Shop Committee Report

Information Issues:

Arbitration Hearings: The Union met with Chief Arbitrator Martin Teplitsky on August 18th, 2008 in Toronto. The next scheduled arbitration date with Chief Arbitrator Martin Teplitsky has been scheduled for October 1st, 2008 in Toronto.

UMCM Meeting: The next UMCM Meeting is scheduled for September 15th to 19th, 2008 in Toronto. The Shop Committee Chairs will be attending the role down portion at the end of the week.

ACTS Monetization - Letter of Intent (LOI) Discussions: There have been no further discussions between District Lodge 140 and Labour Relations regarding the separation of Air Canada and ACTS. However, on September 8th, 2008 ACTS announced their new identity under the name of Aveos (Aveos Fleet Performance Inc.).

Deferred Payment Leave Plan (DPLP): The reinstatement of the Deferred Payment Leave Plan (DPLP) for Categories 1, 19 & 38 has commenced with those programs expected to conclude Spring 2009.

Heavy Maintenance Production & Support Shop Field and Emergency Agreements: The Shop Committee and Local Heavy Mtce. Management have reached an agreement regarding Field and Emergency assignments for Categories 1, 13, 17, 19 and 38 Members working within the Heavy Mtce. Formation. Members from these Categories wishing to be considered for these opportunities should ensure their names are captured on the appropriate Field and Emergency list.

Heavy Maintenance Overtime Agreements: The Shop Committee along with Union Representatives from Categories 1, 13, 19, 33, 38 and Technical Data Controller have tentatively agreed on a process for the offering and recording of overtime.

Line Maintenance 2009 Shift Bid: The Shop Committee met with Local Line Mtce. Management to discuss 2009 manpower requirements/distribution for all Categories in the Line Maintenance Formation. All Line Mtce. personnel should ensure that they have submitted their 2009 shift bid to the Company. Shift bidding will commence on September 14th, 2008 and conclude October 10th, 2008, with implementation in early January 2009.

Line Maintenance 2009 Vacations: The Shop Committee and Local Line Mtce. Management have entered into 2009 vacation discussions for all Categories in the Line Maintenance Formation. The Shop Committee will advise the

Membership as more information becomes available.

Heavy Maintenance Support Shop Overtime Agreements: The Shop Committee along with Union Representatives from Categories 15, 16 and 17 have reached an agreement on a process for the offering and recording of overtime.

Line Maintenance Licensed Planner/Planner Shifts: The Shop Committee and Local Line Mtce. Management have reached an agreement pertaining to Licensed Planner and Planner shifts. Shift bidding is currently taking place. All affected Members should ensure they have indicated their desired shift.

Line Maintenance OMI Reduction Team: The Company informed the Union that they intend to extend the temporary recalls in order to implement this program which has been extended until September 15th, 2008. The Shop Committee is currently challenging these ongoing temporary recalls through the grievance process.

YWG and YUL Maintenance Layoffs: The Company announced layoffs in early July, 2008 for the YWG and YUL Bases. Brother Glenn Girard attended the Layoff/Bumping meeting in Montreal on July 23rd and 24th, 2008 as a result of the Company's decision to reduce the staffing levels at these two (2) bases.

YVR Base Recalls: The Company has informed the Union that they intend to recall 123 Members to support the Heavy Mtce. Formation. The affected Categories at this time are Category 1, 13, 19, 38 and Licensed Planner. The Company is in the process of recalling individuals to permanent positions. District Lodge 140 is currently in discussions regarding temporary recalls. Any Member receiving recall paperwork from Air Canada is reminded to ensure that the Tech Ops Shop Committee receives a faxed copy of their selection to accept/decline recall. The Tech Ops Shop Committee Office fax number is (604) 273-0896.

New Tech Ops Shop Committee Company Mailing Address: Please be advised that the Tech Ops Shop Committee office has been assigned a new company mailing address. The new co mail address is YVR8111. The office contact numbers remain unchanged - Telephone (604-273-8135 & 602-270-5600) and Fax (604-273-0896).

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

Press Release - Election Time

Election time September 2008

Today Steve Daechsel and I were asked to publicly speak at a press conference hosted by my M.P. Dawn Black and M.P. for the New Westminster Burnaby riding Peter Julian.

We had a morning debriefing facilitated by Dawn Black's assistant Lauren-Dobson-Hughes, at Dawn's election office.

There we discussed the proceedings about what we were all going to talk about.

I was to talk on the job loss in heavy maintenance in YVR and the loss of 700 highly skilled workers in a time when industry is crying out for more skilled labourers in B.C.

We all went to a closed down Canfor mill on the Coquitlam New West border. It was an eerie site, in so much as, the closed down mill gave an aura of a once thriving mill that employed many working people just like you and I.

They had invited the local media and the provincial/national media to attend. Turns out, NEITHER SHOWED UP, YET WE HAD THE CONFERENCE WITHOUT THEM. We sent them our taped copy and pictures.

The Steelworkers Union Bob Matters took Steve Hunt's place in a speech about the devastation to the lumber industry under the Harper government. He was also supported by 15-20 WOODWORKERS to support his cause.

Dawn Black and Peter Julian did their part to support our fight to keep our jobs in province and even in the country, but assured us that they could not do it without our votes.

To Dawn's and Peter's credit, Dawn was instrumental in helping us sound out against the loss of jobs in aviation in Vancouver. Peter marched with us on Grant McConachie way, AND also delivered our message of outrage of the devastation the company had served us by eliminating 700 jobs. Peter wrote up the motion to look at the job termination in Vancouver's heavy maintenance and possible ways to mitigate them. The motion was brought forward to the transportation committee, and the Liberal and the conservatives would not support the motion and in a sense said who cares about the workers.

Dawn had also brought in the NDP's labour critic Libby Davies to help our cause and she was indeed an awesome M.P. to have in our corner.

The tapes and picture will be distributed to the local and other forms of media, and we will see how much attention we get. We also have to keep in mind that just yesterday they announce some staggering news about financial institutions that stole the media spotlight at this time.

But the message to all involved as the middle class, the working class, single moms and dads, people of colour, able bodied and people with disabilities. We are the ones who put the most into our workplace, and our communities. In order to sustain and try to grow the middle class, our options are simple, we must elect a government that is "WORKER FRIENDLY". The liberal and the Conservative party have clearly told all of us in the airline industry that they could care less about job loss and proved it by "not" supporting our motion to keep aviation jobs in British Columbia.

UNDER A Liberal or Conservative government companies will be allowed to swing a workers wrecking ball, devastate middle class earning jobs and promote the chance for business to move our jobs to the lowest price country of the day.

For all those residents of Richmond that were laid off to the street and your M.P. Raymond Chan would not help you out, your choice has been made for you. Any other members who asked their M.P. to help out, and you got turned away, your choice is simple as well,

Take some time this election and get a hold of your NDP candidate.

I challenge each and every member of this union to firstly make sure you "DO" vote on October 14th.

Secondly, I ask that you do what is right for you, the middle class and the workers who deserve to keep their jobs.

Thanks very much to Dawn Black, NDP Coquitlam/New Westminster, Peter Julian Burnaby/New Westminster and Libby Davies for all your efforts and continual support for us.

Also thanks to the Local lodge executive and the members who support my/our fight to keep to keep our jobs.

In Solidarity. Wes Sim
LL764 Trustee and Educator

GL Convention Report

SEPTEMBER, 17, 2008

GRAND LODGE CONVENTION REPORT 2008

There was also a celebration at the Opening Ceremony to commemorate 120 years the Machinist Union has been in existence. We were asked to wear work clothes and went through a rehearsal the day before. Brother Steve Daechsel, Sister Laura Sharpe and I participated in showing our colours.

The main issue on everyone's mind this year was the dues increase we would incur because of a slow decline in membership, among other reasons.

First let me enlighten you to a moment that was enjoyed by all 1500 or so delegates at this year's Grand Lodge Convention in Orlando, Florida. Everyday there was a DVD story of how a member was dealt a raw deal from their Employer in regards to mostly "JOB LOSS".

I represented LL764 in a personal interview a few months ago and it was viewed at this year's Convention. I was only on the big screen for a couple of minutes but our Local Lodge story of the massacre in March 2007 was told. We saw some 700 highly skilled workers and support workers jobs permanently terminated in the YVR Heavy Maintenance Department. I talked about the "Power of One", some may recall, I wrote about it awhile back. The message conveyed was that when the news came down to a layoff, it was clear that it would be a political battle. Steve Daechsel and I found ourselves in Ottawa getting a Motion put forward to look at this job loss and try to find a solution to mitigate the devastation in Vancouver. The motion did not pass, actually, the Liberals and the Conservatives would not support this, and it was subsequently defeated.

I went on to explain the ability for one or two people to actually get some results and hey....I'm just a guy off the hangar floor and look at the result I got? The message came out loud and clear and I got many kudos of a job well done on the big screen, and a Sister from Northwest Airlines had said the interview teared her up.

For those in Ground Handling Cargo and Grooming, wherever, take note, this is the template being carved out right now.

After the video of my interview, there was a panel that went

up on stage to discuss Globalization and job losses. There was a fellow on the panel of four, Paul Howes, from the Australian Workers Union, who made reference to the segment I did and reinforced how important it is to not lose our jobs in our home towns. He had no idea that 700 workers at Vancouver's Maintenance facility were laid off and spoke against the thought of investing in a facility out of country. So here we are gang - this was a huge step forward to get the word out of the ruthless actions to cut jobs, and the tremendous impact on our membership and their personal lives.

We always complained about the Canadian Delegation not being heard and shuffled off to the back of the hall. Not this year....Be careful what you ask for....We were put "RIGHT AT THE FRONT" of the entire Delegation.

Also, we had a lot of Canadian content, for instance Ken Georgetti was there. The Canadian National anthem was sung in both English and French. Sis. Angela Schira was a Delegate from our Lodge and we have to remember she is the Recording Secretary for the B.C.Federation of Labour, who in case you may have forgotten, was a major player in planning our march to protest the 700 jobs lost.

There were many other occasions that included Canada, that in the past were not done.

The last and biggest was the address live feed from Jack Layton, Leader of the New Democratic party. His message was short and sweet and he basically said, If you want to see someone speak out for the working man and woman, workers of all race creed, and colour, people able bodied and people with disabilities, then your choice is obvious, his party the NDP.

In conclusion, was there bang for the buck for this local...."ABSOLUTELY". Canada is looked up to by many countries as the Leader in Leadership, Labour Laws, and a bold confident way in which we conduct our day to day business.

I would like to thank the members for sending me and I would also like to thank the Executive and the District for their support, as I turn my attention to the political arena at this very critical time.

Get out and vote....and make the right choice for "YOU AND YOUR BROTHERS AND SISTERS".....Vote NDP.

In Solidarity,
Wes Sim, Trustee and Educator Local Lodge 764

764 Wins Website Awards

Each year, the IAM honours those who dedicate countless hours publishing newsletters or maintaining websites to keep IAM members informed. Listed below are the 2008 Newsletter and Website Contest Winners. "IAM newsletter editors and webstewards do an outstanding job informing members in locals and districts across North America," said IAM President Tom Buffenbarger. "They perform a vital service to our members and our union and their work is greatly appreciated."

Local Lodges: General Excellence

1st Place: Local 764, Vancouver, British Columbia, www.iam764.ca, Gordon Taylor, Web Steward.

Great site. Hierarchy of information is clear and decisive. The design is consistent with nice use of graphics.

2nd Place: Local 2003, Daleville, AL, www.iam2003.org, Steve Crumb, Web Steward. This site utilizes the resources from the IAM news service and other outlets to keep the site fresh and up-to-date. The use of images and multi-media add to the overall look and feel of the site. The site remains consistent throughout.

3rd Place: Local 141, Detroit, MI, www.localodge141.com, Charles Justin, Web Steward. Calendar is up-to-date and a really useful feature for members and their families. The e-update feature is a great way to keep your membership informed of the happenings around the union. The home page is jam packed with information yet not overwhelming to the viewer. The use of online forms simplifies the process of updating member information. Overall a very nice consistent, well designed and executed site.

Local Lodges: Best Layout and Design

1st Place: Local 764, Vancouver, British Columbia, www.iam764.ca, Gordon Taylor, Web Steward.

Again this site is quite beautiful. The graphics and color choices are gentle and pleasing to the viewer. The color scheme is complementary and the colors are consistent throughout the site. Navigation is intuitive and easy to follow.

The overall look and feel of the site is professional and very attractive.

2nd Place: Local 141, Detroit, MI, www.localodge141.com, Charles Justin, Web Steward.

Snappy design utilizing the classic three column layout. One unanimous suggestion by the judges was that this site could use smaller

bits of the main news stories on the home page and link to the remainder of the story creating less scrolling on the home page. Overall a very nice consistent, well designed and executed site.

3rd Place: Local 2003, Daleville, AL, www.iam2003.org, Steve Crumb, Web Steward. Consistent design.

The design and execution of this site is well done. The site is well organized overall, however, it could have a few tweaks in the hierarchy of information in the main menu sidebar. Perhaps using color to delineate the main topic and subtopics from one another as in the news section. The site uses the resources from the IAM well. The multimedia created in-house enhances the site and keeps it looking fresh.

Next General Meeting

Oct 08, 2008
5 PM
7980 River Road
Richmond, B.C.



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

IN MEMORIAM

BROTHERS:

JOHN BALSILLIE
FRED MCNABB
GEORGE R. TWELLS

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

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