

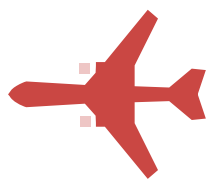
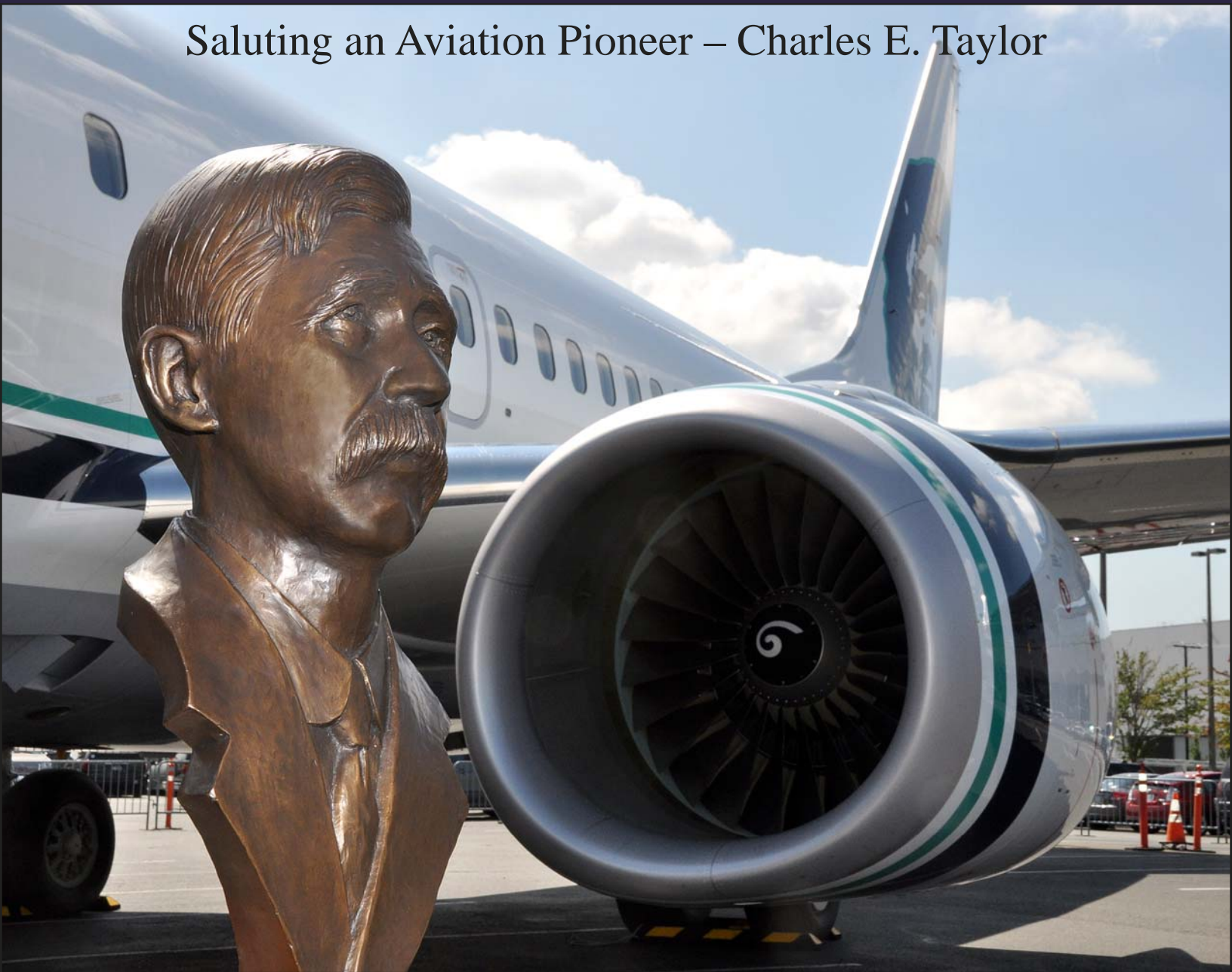
AMFA

The Grapevine

Aircraft Mechanics Fraternal Association

www.amfanational.org#

Saluting an Aviation Pioneer – Charles E. Taylor



"Safety in the Air Begins with

Quality Maintenance on the Ground"

2010 Issue 2

FEATURES

Cover	Charles Taylor Bust and 737-800
1	Contents & Credits
2	National Director – Training
3	Assistant National Director – Training Information and the AMFA Mechanic
4	National Safety & Standards Director – Balloons
5	National Secretary/Treasurer – Contract Enforcement
6	In Recognition
7	From the Digital Wrench

NATIONAL EXECUTIVE COUNCIL

Louie Key	National Director
Floyd Looney	Assistant National Director
Steven Nowak	National Secretary/Treasurer
Fred Digne	National Safety & Standards Director
Earl Clark	Region I Director
Jack Coonrod	Region II Director

MISSION STATEMENT

Disseminate news in any manner to keep the membership alert and well informed.” – an Association Objective, AMFA Constitution.

AMFA National produces this publication because it is our firm belief that an informed membership creates a strong union. AMFA inalterably places the control of the Association with the membership. Every member has a responsibility to stay informed and involved.



Produced by:

AMFA National Executive Council
14001 East Iliff Avenue, Suite 217
Aurora, Colorado 80014

Office: 303-752-2632

Fax: 303-362-7736

Email:

Admin@amfanatl.org

Internet:

www.amfanational.org

Editors and Publisher:

Steven Nowak

Copy Editor:

Ryanne Pelletier

Printing:

Online

Closing date: 08/11/10

The Grapevine's editorial content must be generally consistent with Association policies. The guiding principle governing all submissions is respect for one's fellow member and for the Association. Submitted articles should address issues pertinent to the Association and its members, and must avoid references of a personal nature.

All articles, including guest editorials, should conform with policy positions of the Association as established by the AMFA National Executive Council, AMFA Constitution, and National Policy Manual. The responsibility for monitoring editorial consistency is shared by National Officers.#

National Director



Training

By: Louie Key, National Director

Dear Members:

How many times have you heard, “Nobody comes to the union meetings; our members are apathetic and they don’t want to get involved”? Or the question, “What’s the union done for me lately?”

In response I want to take the opportunity in this online edition of the Grapevine to let the membership know about a training program the National Officers have offered to the Local leadership of the Association. In the past we have used the School for Workers, an extension of the University of Wisconsin, to conduct officer training. Recently, National Secretary/Treasurer Steven Nowak brought to the National Executive Council’s (NEC) attention a training program being offered titled, “Taking Back Your Workplace.”

Paraphrased from the course outline, the Taking Back Your Workplace course speaks to some of the difficult issues all unions are struggling with regarding the lack of membership participation and enthusiasm. As members become less involved, unions have lost influence in the workplace. This training is aimed at re-establishing a culture of teamwork and re-building the solidarity amongst union membership.

This training explores some of the concepts on how to turn things around and take our workplace back from management and the critics of the union. It examines methods of building meaningful member participation and developing detailed plans for success. The more involved the membership becomes, the more successful the union will be in representation, bargaining, and political action.

We will be coordinating with the University of Wisconsin to conduct the training at our National Office in Denver this fall. We are aiming for the second week in November in conjunction with our quarterly Joint Advisory Council meeting to hold their two-day course. The NEC has offered this course to the Local Executive Councils and has encouraged them to coordinate with their Shop Representatives and local membership to get as many enthusiastic participants as we can to attend this training – It can only help us all in the long run.

If you are interested in attending, please contact your Local President – I hope to see you there.

Assistant National Director

Training, Information, and the AMFA Mechanic

By: Floyd Looney, Assistant National Director

The modern-day mechanic should always be prepared for the inevitable, “Hi, I’m from the FAA and I’m here to help.” It will happen, it’s just a matter of time. You’ll be right in the middle of a job and all of the sudden there are the Feds looking over our shoulder asking us for our manual references. If you don’t have them, you are liable and can get a nice little letter in the mail from the FAA in the form of a Letter of Investigation (LOI). You can be fined, receive certificate action, or in the very least, receive a letter in your file with the FAA.

The AMFA Mechanic is in more of a precarious situation in today’s aviation industry. You have the legal and moral responsibility to know more than ever before. You are required to know how to do the necessary research into not only the applicable Maintenance Manual, but also the Maintenance Procedures Manual and the Maintenance Parts Interchangeability Manual, which tells you if a specific part can go on a specific aircraft. You have My Boeing Fleet: MEL, MPD, CDL, ACO, ADs, EAs, FARs, FIMs, Tizers, Twiqs, Swats, and there are many more conglomerations of letters and acronyms not listed here; it differs, but remains constant, no matter which airline you work for.

How do we, the AMFA mechanic, remember even a percentage of what we are told? The answer is, we don’t – that is the bottom line. How should we deal with all of the information? There is no amount of training in this world that is going to give you the mental facilities to remember the overload of information that is put out there every day. The key is in the training we *should* be receiving, teaching us how to navigate the maze of digital manuals, images, and paperwork that make up today’s modern maintenance program.

Did you know that companies are trying to make you more responsible in the sight of the FAA? That’s right! All these read and sign items are the companies’ way of saying, “Hey, we have trained the mechanics...See, here is the proof,” and they bring up your record of instruction. You are liable. Companies have also chosen email as the preferred form of communicating changes to mechanics that come down every day, sometimes hourly, to their mechanics. Again, they will provide proof of informing you by showing sent emails. Regardless the means of receiving information, we are responsible and we always have to be prepared.

Let me give you a for instance: You have an aircraft come into the gate. The captain wants to see a mechanic. You arrive at the gate and the pilot says that he has a flag in view in the ADI. You run a DFCS Bite check and all instruments are ok. Do you then sign-off the log book discrepancy and send the aircraft on its way? NO! Even though you didn’t disturb the system, you have to either recertify the HGS (HUD) if you are certified to do so, or you have to downgrade the system. This information should be imparted via the e-mail or the numerous other variations of media that is being used in today’s information age. Did you also know that this little tidbit of HGS information has not made it to the computer screen? It came to me “word of mouth.” You would think that as important as this information is to the mechanic out doing the job, it would have been sent out in digital or paper form. This single item could get you, at the very least, an LOI, a suspension, or license action.

When out of your base, “down line,” and you are dealing with Maintenance Control, make sure the information that is given to you is correct. Do not take it for granted that the part sent is the right one for the aircraft, **CHECK**. Even though we are dealing with some of the best and most knowledgeable controllers and stores clerks in the industry, *people do make mistakes*. It’s your rear on the line.

(Continued next page. See: Training Information)

National Safety & Standards Director

Balloons

By: Fred Digne, National Safety and Standards Director

Have you ever tried to load a dozen balloons into your car? There is always one or two that just won't cooperate like a criminal that doesn't want to lower his head when he is told to get into the back seat of the patrol car. So, you shove and force a few of the balloons down as they make that rubbery bong-bong sound. Just then another pops its head out and maybe you curse it until eventually your able to get them all under control and stuffed into the backseat.



Life's challenges can sometimes be like a dozen balloons. Just when you have one problem resolved another pops its head up, then another, and sometimes another until you feel over whelmed and you just want to let go and watch them all float away. Balloons might come in the form of finances, family, job, children, house, or church. Sometimes we take on more than we can reasonably manage and thus we become overwhelmed with the enormity of the task. Time constraints and outside pressures can add to the frustration. Even at work we often take on more than we can reasonably accomplish or maybe the task turns into a bigger job than we had anticipated. Then as push time comes we begin to rush, possibly take short cuts and ultimately lose control of our balloons.

There is no trick or secret drug to getting all those balloons in the car, you just need to recognize when enough is enough, learn to prioritize the tasks, when to ask for help and finally deal with them one at a time until you have them all in the car. Because, everyone is expecting you to get all of the balloons to the party in one piece.

Training Information (continued from previous page)

We, the AMFA mechanics, have to be able to adapt and change with the aircraft. Make sure you have the knowledge that is required to complete our jobs in an efficient and safe manner. Insist on the applicable training to help you understand the overload of information and references that we deal with on a daily basis. Remember, you cannot afford to be complacent. Information changes daily, just like the aircraft for which we are ultimately responsible. We have the legal responsibility and liability to be up-to-date. There is no more just going to work, putting in our eight or 10 hours on the clock, and going home.

This is not your father's airline; it is a modern marvel of information and technology. Today's aircraft are more complex and technical, therefore, we have to be prepared to be more complex and technical in the way we deal with all the systems. It is an ever evolving industry. Do not let yourself be forced into going out and performing a job without the proper research, documentation, references, and the knowledge required to accomplish that task.

National Secretary/Treasurer

Contract Enforcement

By: Steven Nowak, National Secretary/Treasurer

Contract Enforcement is the process, usually through filing and fighting grievances, that a union uses to ensure that provisions of the Collective Bargaining Agreement (CBA) are being followed.

Generally speaking, Union Representatives (Shop, Area, and Airline Representatives) investigate, research, file, consult with legal counsel when needed, prepare, and fight grievances. Some can be rather clear, quick, and easy to resolve while others may be complicated, long, and costly to resolve.

One of the biggest problems is that the Union Representatives cannot be everywhere at all times. This is where the membership fits into this process. If you are aware of, or believe, your contract being violated, it needs to be documented and reported. Of course someone coming into a situation after the fact may not be privy to all the particular details of the situation that makes up the violation, but the more information that can be gathered and passed on, the better the chances of winning.

Many times after the union is aware of a violation, the lengthy and difficult grievance process is only beginning. Hours of investigations and research are often needed to support the grievance. Local 32 and their members, for example, spent many hours researching an outsourcing grievance, and a considerable amount of time, money, and effort was put forth to support the grievance. Thanks to all this hard work, a settlement award was agreed to. In the end, the real reward would be that the work be performed by our members in the first place. Hopefully having to pay the settlements and knowing that there are literally thousands of eyes watching will make that happen. We must remain ever vigilant in our watch for contract violations.

What is to be gained through this process varies depending on the particular circumstances of each grievance. The grievance award could be a member returning to work who was wrongfully terminated, ensuring the fair distribution of overtime, or protecting the work that is ours to perform. Regardless of the award, it is important to realize that it is about defending and enforcing the contract.

It is your contract and it is everyone's job to enforce it.

In Recognition

Charles E. Taylor Bust Presentation

By: Steven Nowak, National Secretary/Treasurer

On behalf of our members, the Aircraft Mechanics Fraternal Association (AMFA) donated a bust of Charles E. Taylor to the Museum of Flight in Seattle, WA on August 11, 2010. The bust, which will be on display in the museum's Red Barn exhibit, is intended to increase the awareness of Charles E. Taylor's historical contributions to aviation as well as the vital role that today's Aircraft Maintenance Technicians play in making air transportation safe and reliable.

The donation was made possible through the generosity of the AMFA Locals: 11 in Dallas, TX; 14 in Seattle, WA; 18 in Houston, TX; 32 in Phoenix, AZ; and AMFA National.

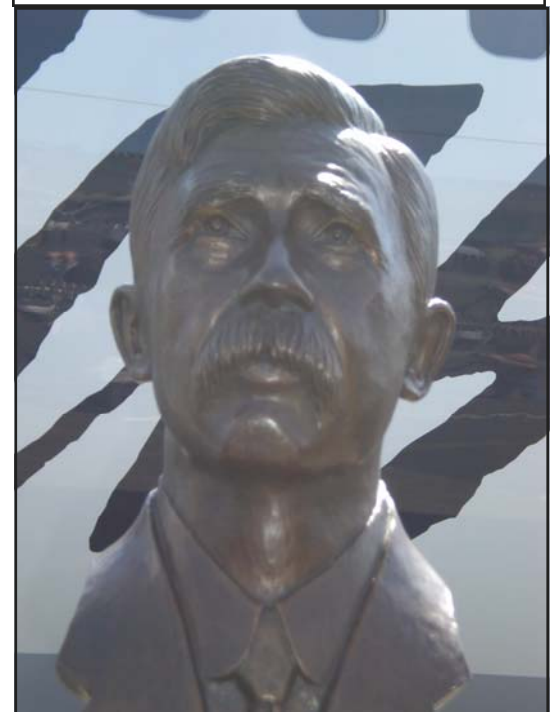
Charles E. Taylor worked for the Wright Brothers in their bicycle shop in Dayton, OH. When the Wright Brothers could not find an engine that produced enough horsepower and was light enough to meet their requirements, they turned to "Charlie." Charlie manufactured the engine, which exceeded their expectations, used to power the 1903 Wright Flyer in the world's first powered flight. He also built the wind tunnel that the Wright's used in testing and determining the correct shape for wings and propellers.

The Federal Aviation Administration (FAA) credit Charles E. Taylor as being the first aviation mechanic and have created the "Charles Taylor Master Mechanic Award," an honor bestowed on licensed aircraft mechanics that have achieved 50 years in the aircraft maintenance industry. Present at the museum were five of the six Alaska Airlines Mechanics who have received the award.

Alaska Airlines co-sponsored the event and dedicated one of their 737-800 aircraft in recognition of Charles Taylor and their 650 Aircraft Technicians. The aircraft features a decal next to the L1 entry door with a picture of Taylor, a graphic of the 1903 Wright Flyer, the AMFA union logo, and the words "Alaska Airlines Salutes its Technicians."

The following day, Alaska Airlines held a barbecue lunch at the Seattle Hangar and declared the day "Aircraft Technician Recognition Day."

Below: The Bust and Plaque donated by AMFA on behalf of our members to the Museum.



From the Digital Wrench



Above: In attendance at the Charles Taylor Bust Presentation were five of the six Alaska Airlines Mechanics that have received the Charles E. Taylor Master Mechanic Award from the FAA for having achieved at least 50 years of service in the Aircraft Maintenance Industry. From left to right: Bill Wienke, Walt Eberhardt, Ted (Louis) Kegler, C.C. Nelson, and Tada Yotsuuye. All retired except for Tada Yotsuuye.

Below: The decal honoring Charles E. Taylor and all the Alaska Airlines Technicians that is prominently displayed next to the L1 door on one of the carriers 737-800 aircraft.



Please email interesting photos to: Steven.Nowak@amfanatl.org