

# 'ANGUS BARKS'

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## ***Do You Pre-Flight?***

Those of you who work to a job procedure should be familiar with pre-flight cards. The pre-flight card allows you to document anything that is wrong with the methods, tooling, equipment or paperwork of your assigned job.

Management used to emphasize pre-flight cards. At meeting after meeting they pounded into our heads the importance of these cards. In theory, planning would take your card, address the needed changes, and the result would be a procedure that was safer and more productive. In theory, a government auditor would see the card on your bench, and know that you understood your procedure, and validate that GE was charging the government properly. In today's reality, resources are stretched too thin, and these theories don't work.

In today's shop floor, your cell-leader would rather promote his DLP chart than emphasize your pre-flight card. *How can your cell-leader expect better DLP when process problems remain unfixed?* If you pre-flight, that becomes the conversation.

Stewards report three reasons why members don't like pre-flight cards. 1) No one ever fixes the problems or even looks at the card. 2) It takes too long to find a cell-leader to sign the card. 3) Filling out the same useless card every day becomes mindless.

Since pre-flight cards are unpopular with our members, and are management's idea anyway, why would the Union encourage you to use them? Two reasons: 1) *for your own protection*, and 2) *for your job's preservation*. When a quality escape occurs, both are in danger. If a faulty part from your area blows up an engine at test, and the cause is traced back to your operation, you are responsible, and subject to discipline. Had you pre-flighted the condition that caused the fault, the manager who signed the pre-flight is responsible. If a faulty engine escapes our plant and blows up in-flight, our hard-won reputation as a reliable plant becomes one casualty. No amount of DLP can fix that.

Pilots use pre-flight check-lists to save lives. Surgeons use pre-flight check-lists to prevent fatal mistakes. You should use pre-flight cards for the same reasons.

To address the aggravations that stewards identified on long-standing process issues you should: Fill out your preflight, date it to cover a long period of time, get it signed, and keep it in your toolbox. That way it's available for you to use when the cell-leader comes around with the DLP, the MQE comes back with a part, and the government auditor makes a surprise visit. The pre-flight card is your friend. Use it.

### **RAMSDALL RETIRES**

On Jan 1<sup>st</sup>, former Aircraft Executive Board member Kenny Ramsdell retired after 42 years of service. Shortly after hiring on in 1965, Kenny was out on strike with Local 201 to win the R19 rate for the (new) auto lathes, which management insisted should be paid R17. There were many such contests with GE in the 1960's & 1970's where Kenny learned the ropes of union participation. He long represented the forgotten shift, as 3<sup>rd</sup> shift steward Bldg 74.

In 1985 Kenny ran and won a hotly contested AEG E-Board seat. During the best of times and the worst, 1985 thru 1994, Kenny provided leadership to the Aircraft Division that was grounded in the realities of the shop floor. He handled grievances based on fact and common sense, not politics or personality. For those of us that came along after him, Kenny was a mentor. Above all, Kenny Ramsdell is a union member who gave to his Union as much as he received. Best wishes in retirement Kenny, from all your brothers and sisters.

