



# 'ANGUS BARKS'

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AEG Executive Board

## Work Load – Plants I & II

Since mid-March, members and stewards questioned the increase in idle time and lack of material flow in many areas. Management in both Plants assured the Union there has been no significant loss of orders or push-outs.

Entering May, both Plant I and II are on schedule and on budget. Last year several areas had huge delinquencies, which drove more overtime and more inventory. This year the schedule is level-loaded and the inventory is lean. Manpower is still projected to be stable in 2005.

Both Plants need to increase base labor hours in order to justify fixed expenses. *That means we'll have opportunities for significant farm-in, unlike in previous years.* Some real examples have started.

### PLANT II

As expected, HIRSS has the strongest workload, and small combustor area the weakest workload this year. At the Union's request, the Company successfully farmed-in c-weld work on T92 casings, and kept T92 EB weld work in-house to help small combustor volume. Farm-in of CF34-8 EDM work helps, and CF34-10 EDM work is being pursued.

In Bldg 85, at the Company's initiative, a c-weld operation was farmed-in. ECG honeycomb grind is ready to farm-in. This caused the hiring of one grinder.

The recent hiring of a servicer and a production follower, both from the street, should solve situations that caused grievances where management was caught repeatedly moving parts, and a contractor was doing bargaining unit servicer work.

Plant II management secured funding to buy two VTL's for the purpose of turning shells in-house. *There are two shells in every combustor, thousands made each year.* But we haven't turned any shells in Bldg 40 for twenty years. Ten years ago a farm-in attempt on F404 shells, urged by the Union, showed some success before it was aborted by management. As before, the Union will rely on the expertise of our veteran VTL group in Bldg 40. This time, management supports the effort, and has agreed to take each step carefully. Currently management is reviewing available machines and specifications.

### PLANT I

The strongest workload is in TPMO and TPCE. The weakest is in RPMO and TC64. Currently there are 30-day TLOWs in RPMO(10), TC64(7) and TEPM(4). The Company plans to return F404 disk work to RPMO, and farm-in CFM56 turn work to TC64 to provide work for members returning from TLOW. *Thanks to extra efforts by Bldg 74's maintenance crew, a cannibalized B&O lathe was put back on-line quickly to help with this project.*

The long-range plan is to develop and source several drawing numbers of CFM56, F110, CF34-10 and GENX work to Plant 1. The CFM56 and F110 work has good volume and rising orders. The CF34-10 and GENX are new commercial engines with a bright future. We want those parts in our plant. For the past 5 years, the Lynn Plant rode a wave of strong military spares orders. In the next 5 years, we need a share of this larger-sized commercial work to maintain manpower.

Revenue Share Proposals, where GE sells our jobs overseas, will eliminate our best commercial work on older engines, CF34-3 and LM2500. That makes these farm-in projects all the more urgent for local management and the local workforce.

### BURNED BEFORE

Developing new work is an aggravating job full of hope and hopelessness. Many of you have done it before; only to see the work you developed leave the plant on work transfer. *The Lynn Plant survived this long on our wits and ability, without the best equipment, or most-favored status at Corporate.* Because orders for GE90, CF34-10, GENX, GP7200, CFM56 are flooding in, and Lynn has open capacity, and technical ability, top managers are willing to send the smaller sized parts of large engines our way. This presents opportunities we should embrace carefully, one step at a time.

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