



'ANGUS BARKS'

By Jeff Francis
AEG Executive Board

Updates

PLANT 1 FARM-IN: In the past 2 months, several areas of 1-74 and 1-64 began farming-in some old and new drawing numbers. These efforts received priority and attention because Aircraft Engines has an overabundance of rotating parts work, and Lynn has open capacity. Each morning, Plant 1 management meets in conference with their counterparts in Wilmington, N.C. to work out the details of transferring programming, material and tooling. Each week Plant 1 Union and Company representatives meet on the Job Preservation Committee to support these efforts:

RPMO- F404 Fan Disks, T01, T02, T95 are up and running. Rough turn started on T700 disks, T85 and T86, that will feed TPMO. Old friends, T93's, are in the wings. Benching of CF34-8 T22's will return shortly. F404 T68's are further down the road, dependent on delivery of a new DMG machine. The Company stated their intentions during RSP Negotiations to introduce CF34-10 M43 CDP Seal and CF34-10 M39 Rear Compressor Shaft. Those parts are important to the future of RPMO.

TPMO- T95 turn and T01 finish turn started quickly and smoothly. Remaining 2005 volume on T44 GG Shafts is returning from NCI. T85 and T86 disks currently are being programmed. Shaft volume and versions continue to grow. Job openings resulted at R19 auto lathe and R20 machine&assemble classifications.

TEPM- T54 Diffuser Casings are successfully developed and running. This will cause job openings in the R21 Dual Machinist classification. New turning work for vacant VTL's will start this week. This includes F110 M69 HPT disks and CFM56 M13 HPT disks. These are large parts with big labor hours. Future volume for M13's is rising, and could reach 600/year.

TC64- T65 and T66 CF34-3 fan disk halves are developed and in production. Last week, rough turning the first F414 764 spool disk was successfully completed. Plans are in place to introduce the F414 765 spool disk and F404 617 spool disk, as soon as material arrives. CF34-8 T22 spline and ratchet is due in by month's end; grind farm-in of F414 and F404 drive shafts is 2 months away.

TPCE- In CP cell, VMC bottlenecks, G&L preventative maintenance, and material input issues are being addressed to maximize 2005 coolant plate production, which at 8000 pieces, is the largest this area has faced. Last January, management farmed-out 2000 pieces, but currently the plan is to return them to the shop. In CDP cell, the first GENX part is being developed, and redesign of CFM56 M35 to M22 is under way. There is a steep rise in future orders for CDP's for commercial engines. In spacer cell Toshulins, turn work on CF34-8 T23 disks is being developed. Following that, CF34-3 306's, CF34-8 T22 and CF34-3 305's will be developed. These four parts will continue to be finished in 1-74 RPMO. Redesign of M12 milling from ECM farmout to in-house conventional milling is under review by design engineers.

Plant 1 needs 40,000 additional direct labor hours in 2005. The above work will help provide that, and cause approximately 16 job openings.

2005 WINDOW- Age 50-59, 420 spots nationwide. Preliminary info shows the top eligible 420 union employees have **over 36.8** years of pension benefit service as of 12-31-2004. 78 are Local 201 members. That's how many are eligible, it doesn't tell you how many will apply or how many will accept the Oct/Nov opportunity. Preliminary info shows the top eligible 1125 union members have **over 35.4** years of PBS as of 12-31-2004. 170 are Local 201 members.

