



'ANGUS BARKS'

By Jeff Francis
AEG Executive Board

Work Situation

"Where's the work?" has been the most commonly heard question off the shop floor in the first 5 months of 2006. Most areas of Plants I & II have been slower this year than last.

Partly that's due to the downturn in CF34-3 hardware. Partly it's due to management's stricter control of inventory, starts, and overtime. And partly it's due to reasons only Corporate can explain.

The second half of the year looks to be busier than the first half. GE continues to rake in orders for its newer engine models. The volume of work for large commercial engines has increased dramatically.

FARM-IN OPPORTUNITY

Both Plant I and Plant II need more direct labor base to offset fixed overhead costs. Simply working faster or smarter won't balance their financial books. What's needed is new work that will add base hours. Management in both Plants recognize this reality, and have been working with the Union on farm-in efforts.

OUR MEASUREMENT – MANPOWER

You hear frequently from your boss about the many numbers GE uses to measure success. The Union believes the *number of jobs* is the best measure of the overall health of the Riverworks.

Attrition eats away at our manpower each year. Often it's hard to see, because there have been no direct layoffs to the street. We congratulate co-workers when they retire, and we share the good news when our friends upgrade. But when those jobs aren't backfilled, our manpower declines.

Plant I lost 100 jobs in the past 4 years. We thought last year started a recovery, because farm-in efforts helped add jobs in the last half of 2005. But layoffs in 2-74 this year continued the downward trend.

Plant II is more positive. Manpower stabilized in 2005, and has recovered back to 2003 levels. Considering GE's winning position in the jet engine marketplace, it's reasonable for Lynn employees to expect manpower can return to 2002 levels in Plant's I & II. Getting there will require making the most of farm-in opportunities.

FARM-IN EXAMPLES

Bldg 64- The Job Preservation Committee's efforts helped stabilize TC64 last year, by successfully developing fan disk halves and pre-inertia weld turning. This year GE90 turn work and CF34-8 disk work will add significant labor hours. Development has started on a CF34-10 LPT disk from Japan, and will start soon on a CFM56 shaft from France.

PLANT II- The Union participates in weekly discussions with management to fill the new Daewoo in 77J with T700 shell work. We did this work in-house twelve years ago, but then it was farmed out all around the world. Now is our chance to get it back. The first two parts are successfully developed, and the next two are started. In Bldg 40, a separate farm-in effort has started on F414 and CF34-10 shells.

1-74- The Union is assisting the introduction of T700 Blisk work and manning the Special Machinist cell created for that work. Those of you with long memories will remember this part was developed in Bldg 1-74 in the mid-1970's, before it left for Hooksett. Four parts with big labor hours are being introduced in TEPM. Two are CF34-10 parts from Japan going into the auto lathes. Two are from North Carolina going into the VTL's and Toshulin.

2-74- Still a ghost town in need of new product lines.

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