



'ANGUS BARKS'

By Jeff Francis
AEG Executive Board

Bits & Tips

WAGGING TONGUES- Many false rumors are circulating the shop. If you want the facts about a shop issue, talk to your steward. Better yet, come to your monthly union meeting.

CORPORATE COFFERS- One fact you can be sure of- GE continues to make profits. In the first quarter of 2009, GE Aviation made \$4.8 billion in revenues and cleared \$1 billion in profits. Employees deserve their fair share. That's why the stewards and officers of Local 201 work hard every day to enforce our IUE-GE National Contract.

MACHINISTS NEEDED- The Employment office exhausted the upgrade file for R19 Mill, R19 Autolathe, and R19 Broach. This is a golden opportunity for our members on lower rates to greatly improve their job security. If you have previous machine experience, and are interested, submit an upgrade.

LMO WORKLOAD- Some areas in Plants I & II are busy, some are very slow. Overall hourly manpower is down about 50 jobs in 2009. Farm-in successes have not equalled volume decreases.

SWINGS & MISSES- Work we had done previously was farmed back into Bldg 64 (305,306,377), Bldg 74 (TF34 disks), and Bldg 85 (J85 combustors). The CF34 shells we tried to get into Bldg 74 went to Romania. The CFM56 shells we tried to get into Bldg 40 went to China.

LOAD OVERHEAD- Plantwide, the hourly workforce is now under 2000 members. For a big old plant like the Riverworks, with its upkeep and utility costs, there's not enough production workers to defray the overhead expenses. Consequently, shop cost rates rise. The Riverworks needs an influx of new drawing numbers.

RSP REFLUX- One part we were counting on for the future, the F414 spool, has been sold by GE to MTU, Germany's largest engine manufacturer. This is exactly the type part Bldg 64 can produce efficiently with their new \$2M inertia welder. This decision was short-sighted and counter-productive. The F414 is supposed to be our (tax-payer funded) bread and butter.

EXPORT INQUIRY- Local 201 will ask our Congressional representatives whether two military TF34 disks turned in China violate export restrictions. Currently those disks are disguised with a commercial CF34 drawing number in China, and then later converted to a TF34 drawing number in Bldg 74. During negotiations in 2005, the Company assured the Union that no military LPT disks would be done in China.

QUALITY FIRST- The Air France disaster once again reminds us that quality is more important than DLP. Union reps in LMO have been outspoken about this for more than 2 years. Recently the Plant Manager expressed her concern about the quality culture. But we don't think operating management gets it. When has your cell leader talked to you about quality, presented you with a quality chart, or hassled you about being red or green on quality? Quality is a plant-wide issue that is crying out for plant-wide leadership from management.

