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THE SNAG SHEET

MONTHLY NEWSLETTER OF CANADIAN
AIRWAYS LODGE 764



International Association
of Machinists and
Aerospace Workers
Representing Air Transport
Workers in
British Columbia and the
Yukon



President's Report

The strength, success and influence of any group of people flows from the involvement and interest of the members of that group. So it is with Unions. We can only be as successful as we allow ourselves to be. Good leadership is always important but even more so is interest and involvement of the membership. The more, the better.

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At this time every year, you will see nomination forms in every work location for Shop Stewards. We are always looking for new and interested people to sign up as a Steward. Although you will not see any nomination forms, we are also always looking for Health and Safety reps for all of our work locations.

These are the most important positions within the Union with the biggest impact on the day to day lives of the members. They are the frontline positions that help ensure that all of our rights are protected and that we have a safe environment in which to work. They also help inform the members as to what the "Union" is doing in the bigger picture. Even more importantly, they help inform the "Union" what the concerns and issues of our members are. If your work location, shift or crew does not have a Steward or H&S rep it is very difficult for the Shop Committees and the Executive to know what your issues and concerns are. It is even more difficult to address and fix them.

If you or someone you know is even remotely interested in volunteering for either of these vital positions or joining any other Union committee please let us know. We do not hold elections. We will gladly accept anyone who wishes to put their name forward to help us represent our members. Talk to someone who is a Steward or your Shop Committee or a Health and Safety rep and ask them what is involved with these positions. Ask them why they volunteered?

We offer comprehensive training courses for all of our Stewards and Health and Safety reps every year to help them do their jobs. There are also monthly meetings for both groups (and yes, you can be time released to attend when you are on shift) to help keep you informed and for you to help keep us informed. We also offer further leadership and specialized training for active mem-

bers at the IAM training facility in Placid Harbor, Maryland and at the CLC Winter School in Harrison Hot Springs every year.

I would ask that you take a few minutes to think about these positions and nominate a coworker who you think would be good for the job or better yet, accept a nomination yourself. Please feel free to contact me, any of the Executive or your Shop Committees or Health and Safety reps if you have any questions or concerns. It takes a surprising small amount of your time – and most of that is at work anyway – and pays huge dividends for you and your coworkers.

Please help us help you and all of our members better by getting involved or at the very least taking the time to visit our website www.iam764.ca, read the Snagsheet and bulletin boards and stay informed.

Christopher Hiscock
President
Canadian Airways Lodge 764

*Picture on front page. Mike Sanghera, Glenn Girard, Janet Andrews at the **Extra Foods Rally - October 31st***

Airline Hijacking

A BRIEF HISTORY (AND RANT) ON AIRLINE HIJACKING



Photo taken November 12, 1971 of a BOAC Super VC10 and a TWA B707 hijacked to Zarqa Airfield, Jordan (an abandoned RAF station from WWII) and both aircraft later blown up (Swissair aircraft also present but not shown)

September 06, 1970. On this date the thrill, the fantasy, and the assumed safety of airline travel changed forever.

On this date, for the first time, extremists targeted and hijacked aircraft belonging to scheduled carriers, and the passengers on board, for political purposes. The horror of

terrorism invaded the prosperity of the Western World.

In 1970, most of us in North America watched in shocked disbelief as live television news coverage showed a passenger on a hijacked TWA jet in Lebanon, brought to an open cockpit window, shot dead before the cameras, and shoved out the window and on to the tarmac.

Then, in 1971 we watched real time television footage of a hijacked Pan American 747 aircraft blown up in the Egyptian desert while the passengers were ransomed. The next day, we watched the destruction of a highjacked TWA 707, a BOAC Super VC10, and a Swissair DC8 in the Jordanian desert at Zarqa Airfield. Again, after a healthy ransom was paid, the hostages were released. The terrorists and their friends escaped to Libya with sacks of cash and more prime time television exposure than you or I would ever possibly wish for in a lifetime.

Even Mediterranean cruise ships were targeted, and a wheelchair-bound passenger (remember Leon Klinghoffer) was pushed overboard and drowned to amplify the terrorist message.

After 1970, the travel industry could no longer market the safety and the security of a ship or an aircraft as a benefit to the travelling public.

The first terrorist group to take full advantage of hijacking for its global media impact was the Palestinian freedom movement El Fatah. Other extremist groups, and individuals, with various political or monetary motivations, were quick to copy the El Fatah pattern after September 1970. Air Canada was to get its first taste of the pattern on November 12, 1971.

Air Canada flight 808 departed Vancouver, destined for Toronto, with an enroute stop at Calgary. In Calgary, passenger Paul Cini boarded the aircraft, and shortly after takeoff, went to the rear washroom. Quickly thereafter, Cini emerged from the washroom in a black facemask, waving a shotgun, and holding several sticks of dynamite wired to a detonator, threatening the passengers and crew with immediate destruction if his orders were not followed.

Cini ordered the aircraft captain to contact Air Canada for money, and to arrange for the aircraft to take him to a third world country where he would be safe from extradition. Terrified passengers and crew flew around for hours while a deal was negotiated with the airline and government authorities. The aircraft finally landed for fuel in Great Falls, Montana where, as negotiated, the passengers and most of the crew, the baggage, and the cargo on the aircraft were offloaded, and preparations were in place for a full load of fuel to be boarded and cash delivered to the aircraft.

Part of Cini's terms were that the cockpit crew was to remain on board at Great Falls. A flight attendant also volun-

teered to remain on board with the hijacker. A bag of money was delivered, and a flight clearance from Great Falls to a Caribbean destination was provided by American authorities.

Mary Dohey was the flight attendant on AC808 who chose to remain on board the aircraft with Paul Cini during the entire hijacking episode. Mary had a considerable calming influence upon the hijacker throughout the incident, and used her influence to facilitate the safe removal of the passengers. Mary later received the Cross of Valour (CV) from the Government of Canada for her exceptional efforts.

In 1971, Great Falls, Montana is a small regional airport serviced by what was then Northwest Orient Airlines, which became Northwest, and is now part of Delta. Northwest staff members were more accustomed to seeing Convair Cosmopolitan turboprop aircraft on their tarmac as opposed to an Air Canada DC8-43. Notwithstanding equipment and job knowledge limitations at their station, NorthWest staff at Great Falls did everything possible in this emergency to facilitate the disembarkation of passengers and cabin crew members, and to unload the aircraft, and prepare it for its flight south.

For those readers who remember older aircraft layouts, the DC8-43 has a fire axe mounted on the inside right side wall of the cockpit, just past the cockpit door. One of the cockpit crew members was able to lay their hands on that fire axe. After the passengers and the cabin crew had been released, a cockpit crew member used a split-second opportunity to club Paul Cini unconscious in the passenger cabin during the aircraft refueling process. The crew then signaled Federal law enforcement agencies for help. Officers immediately stormed the aircraft and arrested the unconscious hijacker.

While the successful prevention of a hijacking incident, and the bravery, the patience, and the alertness of the flight crew on Air Canada 808 is the major part of this story, there is also, a historical, and personal part, to this tale.

On November 12, 1971, in the later afternoon, operationally, Air Canada now had a DC8-43 at the Great Falls, Montana airport, with passengers, flight crew, baggage and cargo on the tarmac, and not a single person at Great Falls familiar with a DC8-43 aircraft or with Air Canada procedures.

I was on duty that day at Vancouver as a Load Agent. A Load Agent performs weight and balance checks on all Air Canada flights, and certifies that the aircraft is within its operational limits before the flight is dispatched. I had dispatched Flight 808 in the morning, and I had all the records for passenger totals, baggage counts and cargo weights on my desk.

After Paul Cini was taken into custody, many lengthy long distance telephone calls took place between Air Canada Montreal Headquarters, Vancouver Station Operations, and Northwest Orient staff in Great Falls, Montana. The imperative was to get the passengers, baggage, and cargo back on to the aircraft, and the aircraft back into Canadian air-space. As the dispatching Load Agent, I was assigned to assist the Northwest Orient Airlines Lead Station Attendant and his crew with detailed instructions on the reloading of the aircraft to ensure its operational safety.

Have you ever had to “walk someone through a process – step-by-step”?

Not only do you have to know the details of the procedure thoroughly yourself, but you must be able to explain that process, with clarity, to someone who has never done this before, and then, ensure that the person receiving the information understands the instructions, and finally, verify that he or she has carried out your instructions without error. This was the challenge of re-loading an Air Canada DC8-43 in Great Falls, Montana over the telephone.

Air Canada assigns load control responsibility of a Load Agent. The agent signs the weight and balance form certifying that the aircraft is within its operational limits. An incorrect dispatch form completed by a Load Agent can lead to a catastrophic flight accident, and in the event of death, criminal prosecution under Canadian law.

In 1971, Air Canada aircraft weight and balance procedures were completed manually by the Load Agent on printed forms and graph charts. Flights dispatched from Canadian stations received their weight and balance information by ground to air radio. However, at offline points, Air Canada safety standards mandated that the operating flight captain had to receive a hard copy of the weight and balance form for his flight. On this date, Great Falls, Montana was definitely considered off line.

After the aircraft was properly reloaded, the passengers reseated, and the fuel load confirmed by Great Falls Northwest staff, I wrote out a hard copy weight and balance load dispatch sheet for the Vancouver Station Manager, who, form in hand, flew by private aircraft to Great Falls, Montana to deliver the information to the operating captain. On that long and eventful day, Air Canada 808 finally returned to Calgary after midnight.

On November 12, 1971 I started shift at 0500 hours. Flight 808 was my assigned flight, and when the aircraft was hijacked, I remained assigned to that flight until the aircraft finally departed Great Falls, Montana. I got home tired, but warmly satisfied that I had done my small part well, after 2200 hours.

It was not long after this incident that airport perimeters in

Canada started to sprout barbed wire fences, employees were compelled to carry badges, and the easy access and egress to airport facilities became a distant memory.

The joy, safety, and fantasy of world travel was not the only "good vibrations" destroyed by the terrorists of 1970 and in the following decades. I also believe that terrorism destroyed job satisfaction for airline employees. Airline employees like to help people who find travel challenging, but as security increased and rules proliferated, help became more difficult to deliver.

Airports have become a stressful place to work because of terrorism. Employees faced more fences and locked doors, guards and gates, reduced access and multiple rules everywhere, which crippled the ability to help the traveler. Later there were picture ID security badges, CSIS investigations, microchip-embedded placards to monitor your every whereabouts, CATSA checkpoints, and endless inspections.

Passengers faced earlier airline check-in times, longer lines for electronic screening, more documentation, endless inspections, and the disappearance of any last-minute, run-to-the gate boarding options. Lotions, medications, and perfumes were now only allowed in miniscule quantities. Duty free liquor could no longer be purchased if you have a connecting flight. Footwear, jewellery, and belt removal rules were everywhere. You could be almost half undressed before you left airport security for your flight. The air travel security experience, for some, has become worse than facing a third world frontier border crossing.

But I digress. Terrorism is indeed a reality and airport security must be a fact of life. All of us in the Western world have been affected in some way by terrorism, either historically or personally, and today, the threat is getting worse, not better, fuelled as it is by religious hate and extremism.

Let there be no doubt that our current challenge will be to keep the agents of terrorism away from our soil, distant



David Varnes, ST LL764 and Chair, History Committee

from our communities, absent from the front door of our home, and unable to bring harm to our children. May our continued search and efforts for peace and harmony amongst all the peoples and religions of this planet bear lasting fruit, and eradicate the horror of terrorism for the next generation.

Tech-Ops Report

November 17, 2009

Arbitration Hearings: The next Arbitration hearing with Chief Arbitrator Martin Teplitsky is scheduled for December 7th & 8th, 2009 in Vancouver.

UMCM: The next quarterly UMCM meeting date is yet to be confirmed.

Gantt Chart Meetings: District 140 General Chairpersons and Shop Committee Representatives from Vancouver, Winnipeg and Montreal are tentatively scheduled to meet in Toronto on November 24th, 2009 to review the constant changes that are occurring regarding the planning/scheduling of aircraft maintenance throughout the system for 2010.

Heavy Maintenance Category 3 (NDT) Shifts: Members working within the Heavy Maintenance N.D.T. Department recently ratified changes to their Shift Agreement. The Shop Committee would like to thank Brother Tom Szakacs for his efforts in reaching a successful outcome.

Ground Support Equipment (GSE) 2010 Vacation: The Shop Committee along with local representatives will be meeting with Local Management in the near future to discuss 2010 vacation entitlements. The Shop Committee will advise the Membership as further information becomes available.

Heavy Maintenance 2010 Vacations: The Shop Committee along with local representatives expect to be meeting with Local Management in the near future to discuss 2010 vacations for the Membership working within this formation. The Shop Committee will advise the Membership as further information becomes available.

Heavy Maintenance Stores: The Heavy Maintenance Stores Formation has implemented new Overtime, Vacation Shift and Field & Emergency Agreements as a result of this newly created formation. The Shop Committee would like to thank the Local Shop Stewards for their assistance through this transition.

Doctor's Note Reimbursement: The Shop Committee would like to advise the Membership that Labour Relations has posted a General Information Circular (GIC) LR-2009-05 pertaining to Doctor's note reimbursement. The Shop Committee recommends the Membership familiarize themselves with the new procedure.

2010 Shop Steward Nominations: The 2010 Shop Steward Nomination process has now concluded. All 2010 Shop Steward Nomination Forms should now be returned to the Shop Committee Office.

Line Maintenance Shifts: The Shop Committee has had repeated requests to revisit the current Line Maintenance Shift Schedule. The Shop Committee and several Local Shop Stewards/Representatives from Category 1, 13 and 38 met on October 29th, 2009 to discuss any concerns or improvements that affect the Membership working within the Line Maintenance Formation.

Line Maintenance 2010 Vacation: Local Union Representatives from each Category/Classification will be assisting in the 2010 vacation bidding and the Shop Committee recommends that every Member working within the Line Mtce. Formation review the Company posted Vacation Bid Notice to ensure that their 2010 vacation selections are captured.

In Solidarity,
 Joe Toth, L/L 764, Tech Ops Chair
 Glenn Cooper, L/L 764, Tech Ops Member
 Glenn Girard, L/L 764, Tech Ops Member



Ken Hagen retirement watch presentation. Congratulations and have a great retirement.

Airports/Cargo Report

AIRPORT & CARGO – SHOP COMMITTEE REPORT.

RAMP:

The nomination sheets have been posted for 2010 Shop Stewards.

2010 Vacation Bidding has begun.

Issue with Aeromag performing tactile tests has been dealt with. Doug Martin has committed to us that we will perform this function.

There have and will continue to be shift vacancy postings. Please watch the bulletin board for these.

CABINS:

The nomination sheets have been posted for 2010 Shop Stewards.

The Shop Committee has a 2010 Vacation Agreement in place. Bidding should commence next week when the lists are complete. Times and location for bidding will be announced soon.

CSA's:

The nomination sheets have been posted for 2010 Shop Stewards.

The 2010 Vacation Agreement is still being discussed. Andrew Chan is attempting to determine what the majority of the group would like, in regards to the bidding process.

Cargo:

The nomination sheets have been posted for 2010 Shop Stewards.

The Shop Committee has reached a 2010 Vacation Agreement. Bidding should commence next week.

General:

The Shop Committee has been tasked with the Olympic Overtime issue. As of yet, talks regarding this have not taken place.

There is an Olympic presentation on Thursday, Nov 19, 2009 being given to Union Reps. The Shop Committee and six (6) Shop Stewards who expressed an interest will be in attendance.

Kevin Cox - Shop Committee Chair
 Craig Chard - Shop Committee Member

District 140 Convention Report

District Lodge 140 held its Annual Convention in Montreal this year, on October 27 – 28 at the Intercontinental Hotel. The Local Lodge 764 delegation was limited to two members this year for budgetary reasons. Brothers Craig Chard and David Varnes attended as elected Delegates from Local Lodge 764. Brother Chard served on the Bylaws Committee of the Convention, and Brother Varnes served on the Budget Committee

Two issues occupied a great deal of Delegate time and debate. First was the decision by Grand Lodge to reduce the one-half salary support and pension payment for two District Lodge 140 General Chairpersons, effective October 01, 2009. This item was referred to the Budget Committee. The second issue was a bylaw change pertaining to the District Lodge 140 EAP Co-ordinator, bringing his term of office in line with the bylaw language for the rest of the District Lodge officers. This item was dealt with by the Bylaws Committee. Here is a brief description of the debates.

The Grand Lodge decision to reduce DL140 financial support produced an immediate \$200,000 shortfall in the District budget for 2010. Delegates assigned to the Budget Committee reviewed seven different proposals to address the shortfall, and selected a proposal from the DL140 Executive Board for Committee debate and recommendation. The Board proposal reduced secretarial hours, trimmed allocations in several expense categories, and called for vigorous controls on meeting expenses. Even with all these measures applied, the 2010 DL140 budget would still reflect a \$90,000 deficit. Delegates voted to approve the deficit budget, but with the clear understanding that, if Grand Lodge funding is not restored by late 2010, or DL140 revenues did not improve substantially, a General Chairperson (or two) might have to be laid off after the 2010 Convention, which by the way, will be in Vancouver.

A bylaw amendment was submitted to include the DL140 EAP System Co-ordinator in the section governing the nomination and election of DL140 officers. This amendment was seen as a "house cleaning" item, inasmuch as the EAP System Co-ordinator position was established by appointment in 2002. After much discussion, Delegates voted to refer this item to the DL140 Executive Board, and the Board was given guidelines to establish policy on the electoral term, System Co-ordinator terms of reference, and job performance benchmarks. This policy is to be in place and published by 2010, prior to the next DL140 elections.

Delegates were also accorded presentations by IAMAW International President R. Thomas Buffenbarger, Transportation GVP Robert Roach, and Canadian GVP Dave Ritchie. Hospitality was provided by Local Lodge 1751, Montreal, of which both Brothers Chard and myself were greatly appreciative.

Members who wish further details on these proceedings are invited to the next Regular Meeting of the Local Lodge on Wednesday, November 18. Call to order is at 1700 hours.

Respectfully submitted
Craig Chard, Delegate David Varnes, Delegate

United Airlines Report

Nominations for 2010 Shop Steward Elections are complete and elections will proceed November 17. Ballots will be available from poll captain Bro. Dave Pollard.

Management has requested the Union's input on revamping the lead program. Sis. Julie Gordon and Bro. Glen Stoten have been in discussions with the supervisors, and welcome input and ideas from the membership on ways to make the program more viable. Please direct your input to them or any other shop steward.

Members are reminded to be extra vigilant on Health and Safety issues as the weather worsens and the H1N1 virus continues to spread. Be aware of potential weather related dangers on the ramp to prevent injury, and inside staff should take steps like frequent hand washing to reduce the risk of contracting H1N1. Members who are injured in the workplace are reminded to make sure incidents, regardless of how minor, get written up in the blue book in Ops whether first aid is rendered or not.

Use of the new parking facility at Templeton began Nov. 2. While the train runs between 5am-12:37am daily, access to and from YVR outside these hours and in the slower periods later at night has proven to be both time consuming and frustrating. Members with any concerns about the new parking should see a shop steward or report concerns to a supervisor to be taken up with YVRAA.

The Vacation Bid for 2010 is now complete, and copies posted in Ops. While there was a reduction of weeks available during the Olympic period in February and March, more weeks were added at other times. Thanks to Sis. Laura Sharpe and Bro. Glen Stoten for running the bid.

Concerns about the overly aggressive approach of the insurance company whose mailout was sent from the Canadian IAM&AW Office have been raised with the Local. These concerns were forwarded to the Canadian Office, and an information bulletin is available to members on the Union Board in Ops.

Registration forms for the Children's Christmas party are available in Ops and in the upstairs lunchroom. Completed forms and cheques can be given to Janet Andrews or to the local lodge office in Richmond. Forms must be returned by Nov. 20th.

In Solidarity,
Janet Andrews

Next General Meeting

Dec 09, 2009

5 PM

**7980 River Road
Richmond, B.C.**



WE'RE ON THE WEB!
WWW.IAM764.CA

IN MEMORIAM

BROTHERS

STREVLIE

ALEXANDER COSENS

SISTER

HELEN PANASIUK

Local 764 Executive Board

Chris Hiscock – President

Mike Sanghera – Vice-President

David Varnes – Secretary Treasurer

Laura Sharpe -Recording Secretary

Steve Daechsel -Trustee

Wes Sim – Trustee, Educator

Cam McDonald -Trustee

Dan Cooke – Conductor/Sentinel

Gordon Taylor – Communicator

Joe Toth - Tech-Ops Shop Chair

Kevin Cox - Airports/Cargo Shop Chair

Neil Carter – Senior Steward MTU

Janet Andrews – Senior Steward UAL

Ron McKelvie – Clerical Chief Shop Steward

The Snag Sheet is published 10 times per year :

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