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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

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When: Tuesday January 11, 2011 9:00 am to 3:15 pm

Where: The BLOODMOBILE will be parked in the West Main Entrance, Air Canada parking lot. 6001 Grant McConachie Way. The Registration Desk: Inside West Main Entrance / West Lobby Security Area

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Who: You!*

How: Call 1 888 2 Donate (1 888 236 6283) to book your appointment

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The Venerable DC9-32



Three aircraft types have entered the history books as the most successful in aircraft manufacture. The leader is the Boeing 737 and all its derivatives. Second is the Airbus A320. The third most successful aircraft in terms of manufactured numbers is the McDonnell-Douglas DC9, in all its derivatives, and its most popular and longest-enduring model was the DC9-30 series, with the series -32 an acclaimed standout.

The DC9 concept (narrow body cabin from 75 – 110 seats, short to medium range, twin engine, two pilots, elevated tail fin) was first offered to the commercial aviation world in 1966 in the DC9-10 series.

A number of DC9 series-14's and -15's¹ spent a decade in the Air Canada fleet before moving on to other carriers.

Rapid technological improvements in engine and airframe design soon allowed McDonnell-Douglas to announce the DC9-30 series in 1967. The design specifications for the DC9-32 included a maximum takeoff weight (MTOW) at 108,000 pounds, a maximum zero fuel weight (MZFW) at 87,000 pounds, attractive operating economics and excellent payload, and its scalable passenger configurations from 90 – 130 seats, made this aircraft a strong consideration for the medium length (+/- 3000

miles) commercial aircraft route operators. Commercial carriers like Northwest Airlines, Alitalia, AeroMexico, and Air Canada liked what they saw and ordered aircraft in abundance.

Air Canada placed an order for forty-five aircraft for delivery over a seven year time span. The first aircraft was delivered in 1967 (fin 707), and the last one (fin 752) in 1974. Two aircraft were delivered (fins 743 and 744) but never operated by Air Canada. These aircraft were immediately passed on to Air Jamaica under the Canada – Jamaica co-operative development agreement, and Jamaica took advantage of the large order discount made available by the manufacturer.

McDonnell-Douglas produced 666 of the DC9 series -30 aircraft, ranging from the models -31 through to the model -34, each model differing slightly in flight range, seating capacity, engine ratings and payload.

Competition in the medium range twin-jet market came from the French company, AeroSpatiale, who offered the Caravelle, and British Aerospace, which offered the BAE 111. Both of these aircraft enjoyed smaller sales in Europe and elsewhere, but were eclipsed in airline industry acceptance of the DC9, in terms of both numbers manufactured and orders delivered. While the Caravelle and BAE 111 fell subject to early retirement, the DC9 enjoyed years of continuous operation, and a legendary record of operational reliability.

The DC9 became the “workhorse” of the airlines that bought them. Most of these aircraft enjoyed lengthy careers within the purchasing airline fleet. Many airlines refurbished their DC9's with new cabin interiors to keep them “fresh-looking”, and added life-extending modifications to keep them operational, after 1980, when the Oil Crisis made fleet renewal choices economically impossible.

When the major carriers finally did “retire” their well-maintained DC9's, these aircraft were immediately snapped up by smaller “low cost” carriers, and worked harder still, with the same reli-

ability. Eventually, the “low-cost carriers” passed these aircraft on to aircraft brokers, who shopped the market for bids from third world operators.²

The third world operator usually extracts the last ounce of life from a commercial aircraft like the DC9. Thereafter, it may be consigned by mandatory regulation to the scrap yard once it reaches its airframe limits (if third world governmental regulation is effective), be abandoned on some distant tarmac as a derelict (no disposal costs) when the money runs out for repairs, or be added to the list of worldwide aircraft catastrophic accidents (which happens often), and be removed from the aircraft registry. Today, notwithstanding the hazards of third world and independent operators, there are still more than one hundred DC9-32's still safely operating.

One of the more interesting DC9's produced by McDonnell-Douglas was “The Big Bunny”. The Big Bunny was an all-black DC9-32 built on special order for Hugh Hefner, editor of Playboy Magazine, in 1969.

The “Big Bunny” had all the amenities of a corporate jet, a huge circular bed in the rear of the aircraft, and scantily-clad flight attendants (as befitted the Playboy image) for the customers.

The business plan for the aircraft envisioned corporate celebrations and sports figure party rentals, and offered the additional feature of not having your party “crashed” by unwanted guests (the authorities) while you were 35,000 feet in the air. The “Big Bunny” business plan was imaginative, but there were few deep-pocketed customers to pay for the “Big Bunny's” crew costs, fuel bills, catering invoices, hangar charges, navigation fees and insurance premiums.

One year later, in 1970, the aircraft was sold to Purdue Airlines, who converted “The Bunny” back to commercial

passenger use. Purdue sold the aircraft to Ozark Airlines in 1972, and Ozark sold “The Bunny” to the Venezuelan carrier Aeropostal in 1976. The aircraft became part of the AeroMexico fleet in 1979, and was operated until retired in 2004.

The aircraft fuselage is currently on supports in a storage park, with wings removed and the engine casings to one side, awaiting re-assembly and installation in a space in Mexico as an adventure playground for children.

The DC9-30 series had earned such a reputation for durability (not unlike its predecessor the historic DC-3), that two projects were undertaken by McDonnell-Douglas to extend the DC9 usable lifespan beyond the normal twenty-five years or 75,000 hours of commercial operation.

First was a heavy overhaul retrofit that would replace certain structures on the aircraft (landing gear, tail spars) that would extend its life to 90,000 commercial hours. Only a few operators were interested in this retrofit, and it was not widely embraced.

Next was a change to the wing design, by adding winglets, and smaller modifications to the engines to improve fuel consumption. Testing determined that the wing improvements would not recover the cost of modification, and that the older DC9 engines, even with improvements, could not compete with newer turbofan technology.

Air Canada retired its DC9 fleet in stages, as the Airbus A320 moved in to replace it. A few of the early models, fins 707 to 714, were either scrapped, or donated to technical colleges with AMI/AME aviation courses for instructional use, or in the case of fin 711, as a historical tribute to the DC9 for its role in expanding aviation in Canada, at the Canadian Aviation and Space Museum in Ottawa.

Some DC9's with their recent heavy maintenance (C and D) checks completed (fins 715 to 729) were assigned for immediate sale. Philippine operator Cebu Air bought three aircraft from this group.

Fins 730 to 739, which were coming due for their major heavy overhauls, were sold directly to aircraft scrapyards.

The later fins, from 740 upwards, were consigned to desert storage, and shopped around on the used aircraft market. A few were sold, but most of these aircraft were finally tendered to aircraft brokers, who bought them and delivered the final execution. The majority went to the aircraft bone-yards to be broken up for parts.

Air Canada retired its last DC9-32 (fin 711) in 2001, its highest time DC9 with over 80,000 hours accumulated, and donated it to the Canadian Aviation and Space Museum in Ottawa, restoring the aircraft to its original 1967 colours and cabin (12F90Y) configuration.

I was lucky enough to be in Ottawa the day of the delivery, and attended the acceptance ceremony at the Museum. In conversation with the attendees, I was amazed to discover that many employees in the Flight Operations and In-Flight Service Groups of Air Canada were so attached to the DC9, that they turned down promotional opportunities and better/shorter flying hours in order to continue working with this aircraft. Many chose to retire when the DC9 left the fleet.

Members can take pride in the fact that Local Lodge 764 is a founding sponsor of the Canadian Aviation and Space Museum in Ottawa. Our Union logo is prominently displayed alongside many other founding sponsors of the Museum, as you walk into the main entrance hall. The museum website on the Internet can be found at www.aviation.technomuses.ca and deserves your thoughtful review.

The Canadian Aviation and Space Museum is well worth your time. When you are next in Ottawa, take the trip to Rockcliffe (the Ottawa Transit bus takes you there from the airport), and view what the Museum has to offer. There is a display of aircraft from Canada that covers many generations of air transport history in this nation. We have come a long way since Canada's first powered flight in 1911, and the Museum has established a sparkling display of our progress.

If you love the history of aviation in Canada, then you need to share that love and this history, and these magnificent displays, with your children.

1 Fleet introduction of the DC9 at Air Canada began with six series -14 aircraft (fins 701-706) in 1966.

These aircraft proved disappointing on the Vancouver – Winnipeg route in the winter, where high fuels drastically restricted payload and make operations uneconomical. Seven series -15RC (Rapid Change) aircraft were also purchased from Continental Airlines in 1967 for service in Eastern Canada. All of these aircraft were sold, the last in 1981, as the DC9-32 was progressively added to the fleet.

2 The progression of aircraft usage and sale has been outlined in the article "Third Tier Operators", which can be found in the November 2008 Snagsheet.



David Varnes
ST LL764
and Chair
History Committee

MTU-C Report

December 07, 2010 – GENERAL MEETING

Policy Complaints:

-Process Planer/DC duties (step one)

Personal/Group Grievances

-Dismissal (forward to arb.)

-Removal of SCA (forward to arb.)

-Probationary dismissal (step one)

Come the New Year Brother Ray Stec will become the Senior Steward for the next term. He brings a wealth of knowledge to the position as well as an extensive history of the Collective Agreement. Please join me in welcoming him to the position and providing him every bit of support he will need to make the transition into this new position as easy as possible.

I would like to take this opportunity to thank the members of MTU and LL764 for all the support and guidance provided during my term as the Senior Steward of MTU Canada.

The Negotiations Committee (Ray Stec, Neil Carter, Joe Di Fabio, Damian Huzyk and Tania Canniff spent a week at the Union training facility in Washington DC receiving training specific to negotiations. We will be passing along information shortly. In the meantime if you have any concerns or question please direct them to your negotiations team.

Shop Steward and Committee position posting have now closed. A list of new Shop Stewards and Committee personnel will be posted shortly.

I would like to wish everyone a Merry Christmas and a safe and Happy New Year.

In Solidarity,
Neil Carter
Senior Steward

Disabilities/WCB Report

December, 2010

There have been several concerns raised by our members regarding Air Canada's escalated "return to work" (RTW) program.

As those members coming back from absence due to injury or illness are required to clear back to work through the Occupational Health Dept., it is of the utmost importance to ensure your Dr.'s recommendations are followed in order to facilitate a safe entrance back into the workforce.

Members involved in any form of RTW are strongly advised to contact their Union representative prior to any discussions or agreement to ensure their rights are respected as they relate to privacy, job placement, shift assignments etc.

We appear to have a resolution to Air Canada's refusal to pay for Physician's charges for filling out the AC "functional abilities form" (FAF).

A recent disabilities committee meeting in Toronto with Arbitrator Teplitsky resulted in an order for payment, by AC, of those charges.

Any AC members with outstanding receipts from FAF forms should contact their manager for reimbursement. Please contact your union representative if you have been unable to resolve this payment.

WorksafeBC (Formally WCB)

For those members who have suffered an injury at work, it

is important to ensure you file a report immediately and seek medical treatment as soon as possible. A delay in reporting or seeking medical treatment may result in a delay or denial of your claim. Worker's compensation has been reduced significantly since the present B.C. Govt. initiated changes to board policy and you can rest assured appealing these rules is no picnic.

What may seem like an insignificant strain or bruise can turn out to have long term ongoing medical complications and it is these types that are sometimes delayed or go unreported...the fact is that **all** injuries need to be reported to ensure coverage and reduce claim complications.

I recommend members keep notes on your claim progress, not a novel, just who you talked to, and when and what was the nature of the conversation. It is also a good idea to start a file for any paperwork you receive from either Work-safeBC or your employer. Decisions from either Work-safeBC or your employer need to be in writing.

Medical information on your claim file is confidential and not to be released to ones' employer unless an appeal has been initiated and only then are both parties entitled to disclosure.

Contact the Worksafe privacy office if you have concerns regarding the release of your medical information at 604 279-8171.

When discussing you claim with a board adjudicator, be as accurate as possible with the information as it pertains to how and when the injury happened, but you need not disclose non-relevant medical conditions. This also applies to claims representative's from disability insurance companies.

In the event you are having trouble getting hold of your claim adjuster...be persistent .

If after reasonable attempts have been made and you still have not made contact, ask to speak to the claims manager and voice your concern. Remember to keep notes!

In the event you do have to appeal a Worksafe decision, do not miss the appeal deadline!! Nothing worse than having a claim denied due to late filing.

Members who do need assistance with their claims can contact the "workers advisors office" in Richmond B.C. at 1-800-663-4261 (Toll Free) . They do have offices outside the lower mainland and can direct you through this number. Local Lodge 764 also has advisors and can be reached through the lodge website at www.iam764.ca

Respectfully submitted,

Cam McDonald
Disabilities Adviser
Local 764

Politics etc.

For those who follow B.C. politics, as I do, there seems to be no end of ongoing issues plaguing the present Government. Not to say the opposition isn't going through it's share of internal strife but they are not the party in power nor have they been for the last 9 years.

In following the mainstream media, I find it's not *what* they report but rather....what they *don't*.

For example, I would be interested to know what local media has reported on the issue of "shadow tolls" on the sea to sky highway. "Hidden" or "Shadow tolls" that are paid for with our tax dollars to the tune of about 75 million over the next 25 years.

Sound interesting...check out Mark Hume's column in the Globe and Mail by typing in "Mark Hume shadow tolls." This story was first reported in B.C. by blogger Laila Yuile and if you want to see her take on the hopeful Liberal replacement leader Christy Clark, visit her website at laila-yuile.wordpress.com. Her commentary is worth a read. You wont find this on the pages of our two local papers.

An interesting online paper is "The Tyee" which can be viewed at thetyee.ca. Several top journalists are regular contributors to this media source with articles that touch on a wide variety of subjects effecting our daily lives. These are journalists with no hesitation to report on what's behind a lot of the decisions made by our elected officials and again touch on topics left out by our local "par boiled media".

Will Martin's fact based Nov. 08, 2010 article in the Tyee is an example of the type of thought provoking alternative's available online as he goes on to shoot down the squawking gaggle of Campbell supporters that claim some great fiscal skill by the soon to be ex Premier.

Some time ago, in my quest for outside political opinions less shackled by the Canwest empire, I came across this little gem.

The author's website goes by the name *thepowellriverpersuader.blogspot.com/* and I must pass on a great comment by a fellow member who said to me he thought his name sounded like a local boxer. Well you'll see he's not too far from wrong if you read some of his comments as this guy packs a wallop with a no holds barred, hard line, running political commentary that reveals some very interesting goodies you definitely won't hear on the 6 o'clock news hour.

Scrolling through his back entries is a must where you can learn of why he's banned from calling in on the local talk radio program and was denied tickets he'd won in one of their contests. Find out about

David Podmore and the B.C. Place retractable roof in the *Tuesday, November 10, 2009* article.

After reading some of his entries, you may wonder why he's not been slapped with a libel suit, but that would only be if his claim's were false...hmm.

Rest assured this persuader is not intimidated or fooled by what he sees as a one sided manipulative media.

I'll leave off with the website of one Gordon Wilson, remember him? He rebuilt and headed the Liberal party Gordon Campbell...shall we say...took over.

His site is simply named gordonfdwilson.com/ and I strongly suggest readers scroll down to his November 3rd, 2010 article where he proposes 10 ways he would have changed the course of this Province. I must say I've yet to hear anything like that from our current list of would be kings.

More next month.
Don't be duped!

In solidarity,
Cam McDonald

Tech-Ops Report

Canadian Industrial Relations Board (CIRB): The General Chairmen, L/L Presidents and Shop Committee Chairs were in Ottawa on November 22nd and 23rd, 2010 to attend CIRB hearings pertaining to the Air Canada/Aveos transition.

Arbitrations: The Shop Committee's along with District Lodge 140 representatives met with Chief Arbitrator Martin Teplitsky in Toronto on November 15th, 2010.

Gantt Meetings: The Company and the Union met on November 17th, 2010 in Montreal to review the Line Maintenance and Heavy Maintenance schedules. The Company and the Union are tentatively expected to meet again on December 14, 2010 in Winnipeg.

Line Maintenance 2011 Vacations: The Shop Committee conducted a vote on the 2011 Vacation Agreements for Categories 1 and 38. Both Categories have rejected their proposals. Vacation bidding by formation is expected to commence at the conclusion of the shift bid process.

Heavy Maintenance 2011 Vacations: The Shop Committee has met with Local Management to discuss vacations for 2011. The Shop Committee is awaiting further information from management before proceeding with further discussions.

Ground Support Equipment (GSE) Shifts: The Shop Committee has been advised that for Categories 14, 24 and 30, the current shifts will remain in place. The Category 23 mechanics recently ratified a Shift Agreement for this category.

2011 Shop Steward Packages: The Shop Committee is in the process of compiling the Shop Steward packages. All 2011 Shop Stewards should be receiving an information package shortly. The Shop Committee would like to welcome all new and returning Shop Stewards.

2010 Shop Stewards: The Shop Committee would like to thank the 2010 Shop Stewards for their assistance and for their dedication and commitment to the Membership.

Tech Ops Retirements: The Shop Committee would like to congratulate the following Members; Tics Jose – Category

19 and Sandra Sterling – TDC who retired on December 1st, 2010. The Shop Committee would like to wish them a long, happy and healthy retirement. The Shop Committee also requests the assistance of all Shop Stewards in notifying the Shop Committee of any Member considering retirement.

Merry Christmas & Happy New Year: The Shop Committee would like to wish the Local Lodge Executive Board, the entire Membership and their families a very Merry Christmas and a prosperous New Year.

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

Airports/Cargo Report

2011 Vacation bids have commenced or have been completed in all areas. The Shop Committee would like to thank those involved in performing these bids.

The Company has agreed that they will reimburse the costs associated with having a FAF Form completed. The maximum reimbursed will be according to Provincial Guidelines.

Arbitration held in YYZ on Nov 15, 2010 – New process setup to deal with issues regarding discrepancies with members returning to work. This process allows for the Company Physician to talk directly to a Member's Physician. This should alleviate a lot of issues arising from this process.

A conference call was held Dec 07, 2010 in regards to the letters issued for Sick Part shift occurrences. It will be going to Arbitration, possibly Dec 09, 2010.

Shop Steward nomination sheets have been posted and we will issue a new list soon. Training for the new Stewards will be scheduled in the New Year.

As this will be my last Shop Committee report during my term I would like to thank the Executive of Local Lodge 764 and the Membership of Local Lodge 764 for their support

for the last 3 years. I would also like to note Chris Hiscock for his support of the Shop Committee and to Todd Haverstock for his guidance and support to me and the Membership.

To Kevin Cox and Steve Prinz, my partners for my term, I would like to say it was a pleasure and I enjoyed working as a team together.

Having said all that, there are other things that I feel need to be addressed. We as a Union are constantly being criticized and often the subjects of much abuse. I have never witnessed anyone in any Union capacity just going through the motions. All involved are very passionate and dedicated to our Membership and the Membership would be well served to reciprocate that to the Elected officials that strive to better things for all of us.

In the end we have two choices:

1. Lower our expectations and accept the current state or
2. Get involved and be a part of the solution. Apathy can no longer be accepted.

Craig Chard

Shop Committee Chair

United Airlines Report

There are two outstanding grievances:

- One at Step 3 involving a violation of Articles 8B and 8D concerning the moving of bid vacation times.
- One at Step 2 concerning Articles 3F and 5B involving the expansion of pt day shifts after the last bid.

The Shop Steward 2011 elections were held last month. Congratulations to the successful candidates:

Sis. Janet Andrews Bro. Jim Lynch Bro. Brian Kennedy
Bro. Jason Bjerke Bro. Glen Stoten
Sis. Julie Gordon Sis. Laura Sharpe
Bro. Troy Ivie Bro. Al Webb

Our thanks to all who ran, and as always to our poll captain Bro. Dave Pollard for his diligent hard work.

The Negotiating Committee completed a week of training in Placid Harbour on December 3. The intensive course involved developing a Strategic Plan and Bargaining Survey for the 2011 Negotiations, among other things. The time spent training together and with Bro. Jason Wright of YYC will be reflected in the Committee's preparedness for the opening of bargaining next year.

A Bargaining Survey has been completed and will be available from the Negotiating Committee Tuesday December 7. All members are encouraged to complete and return the surveys. The closing date is December 20, 2010. The survey will be available online for members not at work. For members wishing to receive updates during Negotiations, the final page of the survey has a tear off section for email and phone contact.

On October 7, United and Air Canada announced a Revenue sharing Joint Venture. It is unclear exactly how or if this might affect members in YVR and YYC, but the announcement served to add to the uncertainty and stress generated by the upcoming merger with Continental.

The toy box for collections for the Richmond Christmas Fund will be located in Ops until December 9. Cash donations may also be given to Sis. Janet Andrews.

The Holiday Party was held on Dec 3 at Monk McQueen's restaurant. Many thanks to Marian Canizares, Bro. John Jubber, Sis. Tina Birring and Sis. Julie Gordon for their hard work in getting the party together. Thanks also to Skytec for providing some transportation and support.

Wishing everyone a safe and happy Holiday Season.

In Solidarity,
Janet Andrews

LL764 Pension Report

In November the Air Canada pension investment department held a conference call with all of the pension plan committees. The purpose of these quarterly calls is to inform the committees of the ongoing financial performance of the plan. This call covered the first 9 months of 2010.

There is good news and bad news. Most of it relates to the volatility in the long term government bond rates. There was a more or less steady decline from about 4.15% in early January to 3.49% on September 30th. The significance of this rate is that it is used to price the liabilities of the plan. The lower this interest rate, the more money the plan must have to invest to generate the same benefit levels when the actuaries do the solvency funding calculations on December 31st every year. This is the rate that I talk about so often. This is the rate where a ¼% change equals about \$320M in liabilities of the Master Trust Fund. So, you can see that the decline in this rate since January has the effect of adding 11.6% (about \$1.2B) to the funding deficit of the plan. In addition one of the bond managers bet that the long terms rates would rise. His portfolio has been cut in ½ and reassigned to other managers. That is the bad news.

Just about everything else is good news. Equities have recovered in the 3rd quarter after being negatively impacted earlier in the year by European (primarily Greece and Ireland) debt concerns. The drop in the bond rate has meant a correspondingly sharp increase in the yields for the bonds we do hold. This is further strengthened by the Plan's overweighting in bonds. I discussed this change in investment strategy in my April 2010 report. This increased asset matching has produced a gain of about \$180M for the Fund; nothing to sneeze at but still only about 15% of the \$1.2B increase in liabilities caused by the rate decrease.

The Master Trust is in the first quartile for performance of all pension funds with over \$1B in assets in Canada. That means that we are in the top 25% of all pension plan's per-

formance for this 9 month period. Our Canadian managers were underweight in their gold stocks but so was just about everybody else because the market did not foresee the sharp rise (19%) in gold prices. The asset mix has moved to 60% fixed assets and these investments are all hedged to eliminate currency exposure.

The elephant in the room for interest rates in the long term is the US government policy of Quantitative Easing to try and stimulate their economy. This means that they are printing USD \$600B worth of money. They are offering 7 year and 10 year treasury bonds at 1.5% and 2.5%. They are trying to provide money for companies to operate and grow as well as devalue the US dollar to make their labour rates more competitive. There is little concern of inflation at this point because their economy is still in such a fragile state the conditions for inflation do not exist at this point. All of this combined means a continued gloomy forecast for the long term government bond rates that affect the liability calculations of our plan. Getting the plan back to 100% funding is still a very distant horizon at this time.

There are many challenges ahead for the stability and funding of our pension plans. This is an issue that you will start to hear a lot more about in the coming months as the Federal Ministry of Finance prods Air Canada and all of the Unions to start a review process to find a long term solution to the viability and stability of our plans. The company says they are committed to maintaining the plans and we are committed to ensuring that they do.

I may be contacted at pres764@telus.net with any questions or concerns that you may have.

Respectfully Submitted,
Christopher Hiscock
Chairman, LL 764 Pension Committee

President's Report

As we come to the end of 2010 it has been a year of the same old same old. It has also very much been a year in a holding pattern for most of us. Those of us at Air Canada were denied our chance at the bargaining table in 2009 and have just been marking time until April 2011 when we get our chance to go up to bat again.

United Airlines is in full blown merger mode with Continental and will be moving into the combined workforces portion of that merger in 2011. Our members at United here in YVR will also be sitting down to bargain in April.

The bright star in the sky this year has been for our members at MTU. They have been ramping up in a very big way to deal with the workload of their USAF CF6 engine contract. They are also looking to expand their commercial airline CFM56 line. This means that they are hiring like crazy but are having problems finding qualified people. They will enter into bargaining in November.

The Negotiations Committees from all 3 companies went to the IAM training facility at Placid Harbor, Maryland the week of November 27th to December 3rd for a very intensive negotiations prep training course. I also attended in my capacity as President to observe and support the efforts of our committees. To a person all who attended will tell you that it was a great course that has prepared them very well for their upcoming assignments. They will be better prepared than ever before to face off against the employers in collective bargaining.

Things will start to ramp up very quickly in January for both the Air Canada and United Airlines committees. Both committees are currently surveying their members as they prepare to compile their bargaining agendas. The Air Canada committee will begin their pre-negotiations preparation here in YVR at the LL764 offices starting in the last week of January. The United committee will be following very close behind them.

A large part of the reason that all of the Local Lodge Presidents attended the negotiations prep course was to assimilate with the committees and to co-ordinate how the Locals will assist and support the negotiations committees once bargaining starts. Our primary job will be communicating with you on the process and the progress. To that end you will start to see a gradual ramp up in notices, bulletins and postings as we move into 2011. We will use our usual media of bulletin boards, our website, email lists, Steward Network and the good old face to face grapevine. The negotiations committee will also be dusting off and resurrecting their website from 2009. They will be making some improvements and will be looking at using new social media tools to try and get the message out to you, our members. Look for them on their Facebook page when they get it up and running and follow their tweets when they get Twitter-pated.

On behalf of the Executive of LL764 I want to end the year by wishing a safe and Happy Holiday season to all of our members and your families. For those of you with time off over the holidays, please enjoy your time away from the salt mines. For those of us working over the Holidays so that our customers may travel and enjoy their families, please work safe. This is a very dangerous time of the year with maximum darkness, cold, precipitation and just truly miserable working conditions. Please follow SOPs to ensure your safety and the safety of your coworkers. No time of the year is a good time to be injured so please be careful.

Merry Christmas and a Happy New Year to everyone. Hopefully it will be a prosperous one as well.

Christopher Hiscock
President,
Canadian Airways Lodge 764

Next General Meeting

Jan 12, 2010

5 PM

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



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

IN MEMORIAM
NONE

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

Craig Chard - Airports/Cargo Shop Chair

Neil Carter – Senior Steward MTU

Janet Andrews – Senior Steward UAL

Ron McKelvie – Clerical Chief Shop Steward

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