Well it looks like the Mayan’s got it wrong. I’m not sure if they ever meant to forecast the end of the world on December 21st, 2012. I’m more inclined to think that the guy in charge of chiseling the calendar just got tired and wanted the rest of the week off so he told his boss the world was ending on that date and just stopped. It’s not like his boss was going to be around to call him on the mistake when it turned out to be lacking in truthiness.

So it turns out to be a good news / bad news scenario. Good news in the whole earth wasn’t incinerated by meteors kind of a way. Bad news in the you are the Liberal Government of British Columbia and now actually have to face the voters at the polls in May 2013 kind of way. It’s a lot easier to make up factoids sprinkled with truthiness and claim that the $1.5 Billion provincial deficit that existed in November 2012 will disappear in a balanced budget in February 2013 when you are banking on February 2013 never actually happening.

Now that 2013 has arrived despite the Mayan’s predictions to the contrary, this whole balanced budget thingy will prove to be slightly more difficult to actually accomplish than it was to vacuously promise when you figured there was a 50-50 chance the world would end in a fire ball before you had to deliver.
I suspect that we will be treated to a remarkably similar fiscal miracle as the one that occurred with the $4 Billion deficit that disappeared in a balanced budget sleight of hand brought in 3 months before the 2009 BC election. The very same $4 Billion deficit that came back just like the proverbial cat immediately after the May 2009 election and brought the HST with it.

You know. The HST that Gordon Campbell and the Liberals swore they were not even considering let alone planning to introduce prior to the May 2009 election. The 12% HST that you are still paying on everything that you buy today even though they were forced by an August 2011 referendum to repeal. The Liberals have promised that the HST will be repealed – wait for it – on April Fool’s Day 2013, one month before the election. I guess they figure that if at first you fool them, try, try again.

This is my way of saying that over the next 5 months we are all going to be subjected to an ever escalating cascade of bullshit in the form of BC Liberal government advertising paid for by your tax dollars telling all of us what financial wizards they are and that Christy Clark trained with Harry Potter and Dumbledore. They will spend just as much time and a pile of their business friend’s money convincing all of us that the NDP will turn BC into 1949 Maoist China if the voters of BC have the temerity to elect an NDP government.

That is actually funny as well as ironic seeing as how it is the Liberals who are allowing 2,000 Chinese guest workers to take mining jobs in BC at wages, benefits and health and safety conditions well below what would be required for Canadian workers to do these jobs. However, they will tell you that these jobs are only temporary - if you consider 15 to 20 years temporary. Apparently there are no miners in Canada skilled enough to do the work. But that is a rant for another day.

LL764 and our Political Action Committee will be spending a lot of time and effort in the next five months to help our members understand the issues that confront us in this election and the positions of the political parties who will be looking for our votes to form the new government of British Columbia for the next 4 years.

We will make an effort to present you with the facts and the positions of both major parties. We will try and help you understand the issues and how you and your family and your wallet will be impacted by the people looking for your support.

Part of this effort will be to look back at issues and decisions made by the current government over the last 4 years and how that has impacted you and your family. Politicians hate it when you look back at their records and compare what they have said vs. what they have done but we feel that it is instructive. It is said that if you are unaware of your history you are destined to repeat it.

LL764 will be working to bring some of the Lower Mainland MLAs who will be seeking election to our regular meetings between February and May to talk with our members and to answer questions about the issues that concern you. We currently have invitations extended to some MLAs and as they confirm their attendance at our monthly meetings we will be bulletining this information so that you can arrange to come meet your MLAs.

While it is important that everyone exercise their right to vote, it is even more important that you cast an informed vote. We want to help ensure that our members have access to the facts and the people they are voting on rather than rely on the mistruths, factoids and deliberate obfuscations that predominate political advertising and campaigns.

Even politicians as successful and revered as Sir Winston Churchill were not above stretching the truth in election campaigns. When called to task on certain mis-
statements he had made during the 1906 election campaign he refused to admit that he had lied about an issue. However he did offer up by way of explanation “that word in its full sense could not be applied without a risk of terminological inexactitude”.

The LL764 PAC will be endeavoring to ensure that our members do not fall victim to any more terminological inexactitudes than they have previously been exposed to during the 12 years of the current Liberal provincial government.

We have to wait until the fall of 2015 to tell Stephen Harper and Lisa Raitt what we think of their efforts, but we only have to wait until May 2013 to tell the current government what we think of what they have done to Worksafe BC regulations, taxes, tolls, the wholesale sell off of provincial assets and utilities and the laundry list of other things they have done for their business friends that we have had to pay for.

Christopher Hiscock
President, Canadian Airways Lodge 764

Similar to the many histories of manufactured aircraft that have been documented by the Snagsheet, the Lockheed Constellation began as an American government military development project in 1937. The US Army Air Force called for tenders to design a long range fast troop transport aircraft and the Lockheed Aircraft Corporation responded.

The Lockheed Constellation military design (C-69) attracted the attention of Howard Hughes, then owner of Trans World Airlines (TWA). Hughes was looking for a commercial design from the military four engine propeller driven pressurized aircraft capable of carrying 40 plus passengers a distance of 3,500 miles or more at 340 miles per hour. Hughes was allowed a significant influence in the Lockheed design process after 1939, and the first commercial prototype, manufactured and tested in 1943 with great success, reflected his experience, knowledge and genius.

However, World War II was now in full force, and all the Lockheed Constellations intended for TWA on the assembly line (L049 models) were immediately conscripted for military service by the US Government. TWA did not see the return of their aircraft orders until after October 1945.

The basic Constellation design, designated L149, was operated on transcontinental routes in the USA by Eastern Airlines and TWA. The unique three ele-
ment rudder design kept the aircraft tail low, allowing the aircraft to fit into existing airline hangars. That feature became a major selling point to airlines customers, and sixteen airlines placed orders.

After World War II, the improved Lockheed Constellation commercial models L649/749 were the long distance aircraft of choice for many airlines, setting records for speed and comfort. Long distance Constellation operators included Pan Am, Air France, BOAC, KLM, TCA (later Air Canada), Lufthansa, Aer Lingus, Varig, Iberia and others.

By the early 1950’s however, the leader in the four engine piston driven propeller, pressurized aircraft race was the Douglas Aircraft Company. The DC6 (and later B) models went farther, faster, had more seats, and were cheaper to operate than the Constellation. In response, the Lockheed Corporation announced a match to the DC6-B. The Super Constellation (L1049), in various models (the L1049G with wingtip tanks is best known), had more seating, longer range, better payload, greater maximum weight and power, and a host of other improvements over the Douglas product. Throughout the airline world, the improved model became known as “The Super Connie”.

By 1953, the very powerful Wright R3350 turbo compound piston engine had become available for commercial use, and Lockheed offered the L1049C model with these engines, along with other improvements. Lockheed continued to further improve the design, offering the L1049E in 1955 with greater takeoff weight, the L1049G in 1956, which offered greater range by the addition of wingtip tanks to enable non-stop transatlantic flights, and the L1049H which could be converted for both passenger and freight operations. Many airlines upgraded their earlier aircraft to the more improved models.

TCA/Air Canada’s fleet included Lockheed L1049C, E, G and H models.

From 1954 onwards, Air Canada operated fourteen Super Constellations, in various models, within its fleet. As their trans-Atlantic flying increased, some of its earlier “C” models were converted to the long range “G” specifications.

But turbojet technology would soon leave Lockheed Constellation speed and economics behind.

The general characteristics of the Super Constellation (L1049C model) included an operating crew of five members, seating for 53 to 75 passengers (based on cabin layout), a maximum gross takeoff weight of 120,000 pounds, four Wright R3350 engines producing 3,250 horsepower each, a cruising speed of 304 miles per hour, a range of 3,100 miles (with a full load), a service ceiling of 25,000 feet, and flying time from Toronto to Vancouver direct of about eight hours.

Compare this to something that has the same dimensions in length and cabin size today (an Airbus A319). You have two crew, seating for 106 - 156 passengers, maximum gross takeoff weight of 167,000 pounds, two turbofan engines producing 22,000 pounds of thrust, a cruising speed of 500 miles per hour, a range of 3,700 miles (full load), a service ceiling of 39,000 feet, and a flying time from Toronto to Vancouver direct of about four hours.

This table demonstrates why the Lockheed Constellation had such a short life in commercial operation with Air Can-
ada (about nine years). By 1961, the Boeing 707 and the Douglas DC8 were on the market, and by 1963, the arrival of Air Canada DC8’s and commercial twinjets had pushed the Constellations out the door. The Super Constellations followed the usual pattern of many aircraft types already documented by this writer – sale to second tier commercial carriers as charter aircraft, and eventual dealing to third world airlines. Soon well used by the third world, marginally serviceable aircraft were sold to small low cost operators, who, if they did not crash them, when no longer airworthy, either abandoned them at out-of-the-way airports or relegated them to the scrap yard.

It was not without mixed feelings that these aircraft left the TCA/Air Canada fleet. On the one hand, the Super Constellation was beautifully designed and well received by customers. On the other hand, the Constellation also developed a reputation for oil leaks and engine failures. Three engine flights were frequent during the Constellation’s operating life, and it was a common sight to witness an arrival with a feathered engine. Moreover, the oil leak problem would often require a Lead Station Attendant and his crew, to head for the locker room after a “Connie” departure, to change their oil splattered white uniforms.

A total of 856 Constellations of all models and types were built by Lockheed. In a business approach already familiar to the Snagsheet reader, the manufacturer decided to produce both commercial and military versions of this aircraft to ensure profitability.

The military versions included fast troop transports (C-121), in which later models were powered by turboprop engines, and an early warning (AWAC) surveillance aircraft (EC-121) called the “Morningstar”.

Lockheed built 579 Super Constellations – 259 for the airlines, and 320 for the U.S. Navy and Army Air Force. The last one (a military surveillance Morningstar) was built in 1958. Two Super Constellations served as U.S. state aircraft (Air Force One and Two) for President Dwight D. Eisenhower – one, a military VC-121E (Columbine III) is preserved at the United States Air Force National Museum at Wright-Patterson Field in Dayton, Ohio. The last commercial Constellation built was a L1049H for Flying Tiger Lines in 1959. The American Air Force retired its last Super Constellation in 1982, and the Indian navy was the last military operator of the Constellation, retiring
their Sea Air and Rescue aircraft in 1983. The last commercial operation of a Super Constellation was in 1993, when the United States Federal Aviation Administration (FAA) banned the few remaining “Connies” in the Dominican Republic from entering American airspace for airworthiness reasons.

There are now fewer than fifty-five (55) of these aircraft intact and restorable today (mostly military versions), and great efforts are being expended to save the few commercial examples that still exist.

Many of you will remember the efforts made by the “Save the Connie” movement in Ontario to keep the last intact Air Canada Super “G” model Constellation (C-FTGE fin 405) in Canada. The aircraft had been an airfield restaurant in Montreal, then in private hands, then a meeting space outside the Constellation Hotel Toronto, and finally, in storage.

The “remain in Canada” movement was unsuccessful. The aircraft was dismantled, and shipped to a Maintenance, Repair and Overhaul (MRO) facility in Rome, New York. The aircraft was restored to its original 1956 Air Canada livery, and shipped to the Boeing Museum of Flight in Tukwila, Washington. The extensive restoration is documented on the website [www.rbogash.com/connie.html](http://www.rbogash.com/connie.html) and is worth your time to view and read.

Today, Super Constellations (the few left that are operational) enjoy a warm reception at air shows and in static display. Breitling, the luxury watch maker in Switzerland, sponsors one fully operative aircraft on the European air show circuit. Both Lufthansa and KLM have restored Super Constellations to their original cabin and colour schemes for heritage reasons and publicity purposes. Several aircraft historical societies either own or are restoring Constellations, and Super Constellations, rescued from both commercial and military scrap yards. For example, the Historical Aircraft Restoration Society (HARS) of Australia operates a former USAF C-121C Super Constellation, one of only a few airworthy Constellations on worldwide tour at the time of this writing.

Lockheed made several other successful forays into the commercial transport market (the L188 Electra and Convair turboprops) – but it was with the ill-fated L1011 TriStar in 1970 that the cycle of profit ended for Lockheed in commercial aircraft manufacturing.

Although a technological marvel, the three engine TriStar’s profitability was devastated by the Arab Oil Crisis, development problems with the Rolls-Royce RB211 engines, competition from the rival DC10, and limited acceptance by the airlines. Many aircraft sales were closed with bribery.

The current benchmark for aircraft manufacturing profitability from prototype to product is 250 aircraft or better. Lockheed decided in 1983 to abandon the commercial aircraft manufacturing market and focus on the military side of the business.

Of the 250 Lockheed L1011’s in various models built, most now reside in scrapyards.

Even so, history is still repeating itself. One of the last operational Tristars in North America (N700TS, former TWA) was recently turned over intact, and flown to the Airline History Museum in Kansas City, Missouri for permanent display.

David Varnes, ST LL764 and Chair, History Committee
The 2013 vacations have finally been bid in all areas. There were many disagreements with the company over distribution and new collective agreement language regarding the GHO. As a result the bids were substantially delayed. Hopefully the vacation bidding process will be much smoother next year.

There continues to be a lot of hiring of Station Attendants. New hire classes are running very frequently. CEQ also recently hired approximately 6 new part time Cabin Servicing and Cleaning Attendants.

There have also been many various above basic promotional bulletins posted lately. The company seems to be continually looking for Lead Station Attendants here in Vancouver and across the system. If you are interested in moving up into any above basic position be sure to closely monitor the promotional bulletin board at gate C-45. If you have any questions about any of these positions or the qualifications needed to apply please see the Shop Committee.

Lately many members have been asking about the transfer process and how to submit a transfer request to another base. This must be done on the Aeronet Portal. HR Connex will accept these applications either by e-mail or fax. To ensure the application has been completed properly again please see your Shop Steward or come down to the Shop Committee office and we can help.

Airports/Cargo Shop Committee

So what’s happening over at MTU?

Well, we are still here. The end of the Mayan calendar did not mean the death, destruction and end of civilization. We did have some asteroids come whizzing past the earth during the recent few weeks. So maybe someone’s calculations were just a little off.

On a brighter note, we have our squad of Stewards in place for 2013. For the first time in a long while we needed to go through an election process to select our representatives. This is very encouraging! I would like to thank all those who let their nominations stand. Congratulations to the successful candidates, and to those who were not elected, there are numerous committees at the Local Lodge level that would welcome your enthusiasm. To those Former Stewards who chose not to be Stewards in 2013, the door is always open for you to be involved in Your Union. So for 2013 we have a team of 27 Stewards. We have a good mix of experienced and new Stewards. The official list will be posted shortly.

The Company continues to hire so there more new faces, and some old familiar ones joining us. If the Companies plans turn out as hoped, we should be approaching the pre disaster head count by the end of the year.

I’m looking forward to the approved vacation list being posted on Jan 15th as I’m sure that all areas have completed the bidding process. I hope everyone submitted their bids by the Dec 31st deadline! Just a reminder of Article 18.10 whereby you have the ability to defer a weeks’ vacation. Please read the complete clause for details. Unused vacation from the 2012 calendar should be paid out on the second pay day of 2013.

Special Thanks to those individuals who contributed to the Toy Box. I’m sure your gift brightened the Christmas of a child in our community.

Yours in Solidarity - Ray Stec – Senior Steward MTU
Tech Ops Report

YVR Line Maintenance Recalls – The nine recall letters have been sent and we are still awaiting replies for two of the positions. Three Cat 1s, along with two Cat 13s and two Cat 38s have accepted recall and e759s are being processed. It is expected all of these individuals will report to YVR during the month of January.

Aveos Update – I have been informed the Aveos severance cheques along with the pension packages for both Air Canada and Aveos pensions have been sent to our members. Please refer to District Lodge Bulletin #128 for more information on the severance package. The remaining outstanding item is the WEPPA process; hopefully we will have more clarity on that in the coming months.

Mutual Transfers – The Company along with District Lodge 140 recently signed a Memorandum of Agreement to mutually transfer three of our ex-Trenton Cat 1 folks back to YYZ in exchange for the three senior Cat 1 transfers to YVR. Numerous individuals have questioned this process; please refer to article 16.12.13 and Appendix XXIII for more information. I would like to thank all involved that helped make this happen and getting six families back together.

Retro Pay – Several individuals who were off work due to illness or injury between April 1st 2011 and today have not received all of their retro pay. It is unfortunate that the Company has chosen to advise members to seek compensation from WorkSafeBC or Great West Life, as both of these organizations have redirected the members back to Air Canada. It is my understanding that these issues, along with several others, are being coordinated by District Lodge and will be addressed soon. I intend to provide an update once more info is available.

Shop Steward Approval Forms – Although I have received a response from the majority, there are still a few Shop Steward Approval Forms that I have not received. I find it helpful to have confirmation that our Shop Steward Contact information is accurate and up to date. Please find a minute to complete and send me your forms.

Shop Steward Basic Training – It appears likely that the next opportunity for Basic Shop Steward Training will occur around the middle of February. All “new” Shop Stewards are encouraged to attend this training. Also any veteran Shop Stewards who have not had this course in a while and are interested in attending are welcome as well, think of it as a “refresher”. Exact date(s) of the training will be communicated shortly.

Tech Ops Retirements – The Shop Committee would like to congratulate the following Members: Richard Ashbaugh – Category 1 and Eva Weiner – Category 33 who retired on January 1st. The Shop Committee would like to wish them a long, happy and healthy retirement.

Glenn Cooper
YVR Tech Ops Shop Committee
As a result of the Aveos pension windup and the change in the Early Retirement reduction calculation effective January 1, 2014, I have received a lot of questions about pension options in the last 3 months. A vast majority of these questions have been about the Committed Value Transfer (CVT) or lump sum payout option.

Section 26 of the PBSA and Section 8.6 of both Air Canada IAM&AW Pension Plan texts detail the criteria for the eligibility and payment of the CVT option. The eligibility rules for the CVT option vary slightly between the ex-CAIL plan and the Air Canada plan because of the different retirement ages of the 2 plans. The CVT option is available up to 10 years prior to your unreduced pensionable age. The Air Canada pensionable age is 55 and the ex-CAIL pensionable age is 60, therefore the CVT option is available up to age 45 and 50 respectively in these 2 plans, regardless of the amount of qualifying service.

However, because you must attain both the pensionable age and 80 points of age + qualifying service to receive an unreduced pension, the CVT option is available after age 45 (Air Canada Plan) and after age 50 (CAIL plan) if you have <70 points. The CVT option remains after age 45 / 50 until you attain 70 points of age + qualifying service. As soon as you attain 70 points and are age 45 / 50 or older in your respective plan, you lose the ability to receive the CVT option. It is replaced with the ability to receive an immediate reduced pension payable anytime after you attain 70 points.

Because age 65 is still considered the normal retirement age in Canada by the PBSA and all Air Canada Pension Plans (despite the elimination of mandatory retirement), the CVT option is not available after age 55 under any circumstances in the Air Canada IAM&AW plan.

Section 6.9 of the ex-CAIL plan text explains the one unfortunate circumstance under which a CVT option can be paid out at any age prior to retirement in the ex-CAIL plan. The member is entitled to elect to receive their pension benefit as a CVT payout if they are diagnosed with a life expectancy or less than 2 years as a result of disability or illness and have not already commenced payment of their pension.

The CVT value represents a “momentary” cash value equivalent to your promised pension benefit. Your pension benefit is not a lump sum of money but a monthly pension amount payable for your lifetime from your pensionable age as calculated using the formulas of the plan. The CVT value is calculated by the actuaries for costing and solvency funding purposes to determine how much money must be contained in the pension plan to fund your promised benefit.

If you terminate from the plan more than 10 years prior to your unreduced pensionable age, one of your options is to choose to receive a cash equivalent value (the CVT) of your promised pension benefit for investment in another pension plan or retirement savings vehicle. The CVT value changes quite frequently based upon the long term 30 year government bond (discount) interest rate in effect at the time of the termination. For this reason you can notice fluctuations in your CVT both up and down if you do repeated projections for the same future date at various time intervals, several months or years apart. You can refer to my February 2011 monthly pension report on Solvency Funding for a more detailed explanation of how the CVT is calculated and affected by the discount rate. The report can be found on the LL764 website www.iam764.ca under the Pensions link on the home page.
Because your pension benefit is meant to provide retirement income and security, the CVT cannot simply be taken as cash and spent as you please. Section 18.1 of the PBSA requires that all CVT transfers be subject to locking in provisions. This means that access to the funds is allowed only at an age similar to the provisions of the pension plan from which the benefit was transferred. I may be contacted at president@iam764.ca with any questions or concerns that you may have.

Respectfully Submitted,
Christopher Hiscock
Chairman, LL764 Pension Committee

United Airlines Report

2013 has begun much as 2012 left off at United Airlines, with continued payroll issues, resulting in short or no wages paid to some members because of ongoing issues with ADP and the clock, and new issues associated with the transfer of payroll processing to Halifax. The Company continues to be unable to address these errors in a timely fashion or to ensure they no longer occur. All payroll errors should be noted and communicated to a shop steward so that the District can track the progress, or lack of it, in addressing these issues. Sis. Tania Canniff has been very responsive to this issue, communicating extensively with the Company and meeting with them Jan 8.

The Company has advised that they have divided the employee group into 3 ‘teams’, each led by a supervisor. Presumably this is to better enable them to address things like dependability and discipline consistently and with all employees, and to give employees a particular Supervisor to bring issues to. Members are reminded that together we are one ‘team’, and to support each other no matter which supervisor you happen to be assigned to.

The 2013 Shop Steward ‘team’ are:

Sis. Janet Andrews  Bro. Jason Bjerke
Bro. Mike Deane     Bro. Troy Ivie
Bro. Brian Kennedy  Bro. Gerry Scott
Sis. Laura Sharpe   Bro. Glen Stoten
Bro. Al Webb.

With thanks to all who served last year and all who ran.

Bargaining Surveys are now available from Janet, Laura or Geoff. They must be returned no later than Jan. 11. Please be honest, serious and frank, as your responses will form the basis for Negotiations this April and are anonymous.

The Company has advised they will be seeking a rebid of shifts for a start of Feb. 10. A draft schedule was submitted Jan 3, and the bid will be posted once Management approves it.

A group grievance was filed on behalf of the 4/3 day shift with regards to payment of afternoon shift differential arising from the Dec 9 moving of the shift to a 2000 finish time. This grievance follows on a personal grievance at Step 3 regarding the move, which the Union feels violates the past practice, Company Regs as available in Skynet, and the spirit and intent of the contract language on shifts. Both these grievances are with the District and Sis. Tania Canniff.

Wishing everyone all the best for 2013. In Solidarity, Janet
BC Politics

Some of the shameful things the BC Liberals are responsible for:

**Closed 176 schools** between 2001 and 2009. **ONE FREAKING HUNDRED AND SEVENTY SIX SCHOOLS!!!!**

*Where’d the kids go? Oh yeah, working age now down to 12 years old...*

**Exporting raw logs to China** and elsewhere (a direct contradiction to a campaign promise (they) made prior to first being elected back in 2001) all while closing BC mills who could process wood here.

*So let me understand, I am paying a bigger share of taxes and getting less services because the Liberals prefer to see skilled millworkers serving coffee and fries here for minimum wage and putting people in China to work? Hmmm......*

**Child poverty rates the highest in the country** – 7 years in a row – Shame, shame, shame.

*Teach the children well and they will never vote Liberal!*

*** BC Provincial Elections - May 2013 ***

*This message is from the IAMAW LL764 Political Action Committee*
Next General Meeting
Feb 13, 2013
5 PM
7980 River Road
Richmond, B.C.

WE’RE ON THE WEB!
WWW.IAM764.CA

Local 764 Executive Board
Chris Hiscock – President
Mike Sanghera – Vice-President
David Varnes – Secretary Treasurer
Laura Sharpe – Recording Secretary
Steve Daechsel – Trustee
Neil Carter – Trustee, Educator
Cam McDonald – Trustee
Dan Cooke – Conductor/Sentinel
Gordon Taylor – Communicator

Glenn Cooper - Tech-Ops Shop Chair
Steve Prinz – Airports/Cargo Shop Chair
Ray Stec – Senior Steward MTU
Janet Andrews – Senior Steward UAL
Ron McKelvie – Clerical Chief Shop Steward

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