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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

I hope that Santa was good to everyone and brought you at least some of the things that you had on your list; even if he didn't come through with the Lotto Max numbers for you. He did bring LL764 a new Executive Board and slate of Officers for the new three year term that commenced on January 1, 2017.

The returning incumbents to the Executive Board are joined by three rookies who are beginning their first term of elected office. Seann Geyser is the new Conductor Sentinel. A.J. Festejo and Sandeep Parhar are the new Trustees and former Trustee Dave Marshall rejoins the Executive but in a new capacity as the Secretary Treasurer.

We also have a new Airports and Cargo Shop Committee as Rob Ramsey moves from the Member position to take over the Chair and Tim Murphey takes over from Rob as the new Member.

I would like to thank outgoing Executive members Daniela Zalunardo, Mellissa Revoy and David Varnes for their service and dedication to the members of LL764. Janet Andrews and Paul Penman are also moving away from their representational roles within the Local Lodge effective with the beginning of this year after many years of active involvement.

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All of these outgoing members have provided our Local Lodge and membership with a great deal of experience, hard work and dedication that has been a significant benefit to our members. I wish them all the very best as they move back to their "day jobs" or slide into a well-deserved retirement in the case of Brother Varnes.

I look forward to working with these new Officers over the coming term and would like to welcome them on behalf of the entire Executive and membership of LL764.

As with every year LL764 will have a large emphasis on training and education for our members in 2017. We begin almost immediately with Basic Shop Steward training for our fifty (50) new Shop Stewards with classes scheduled for the first week of February. That will be followed up with a new course on conflict resolution for our Stewards that is being offered by the BC Fed.

We are taking a slightly different approach to our Shop Stewards and their training this year. Because the Shop Steward is arguably the most important position within any union, we want to ensure that our members who step forward to be Stewards are prepared to do the job and do it properly.

Shop Stewards are the vital conduit between the members in each and every work location and the elected representatives of the Local Lodge and the District. It is vital that they are fully committed and trained to perform that role. The Steward represents "The Union" to our rank and file members because that is the person they see every day in their workplace who has the ability to provide them with accurate information about issues within their workplace and within the IAMAW.

The most obvious role for Shop Stewards and the role that most members associate with their Steward is the responsibility to represent our members in face to face meetings with the employer. Every union member has the legal right to be represented by their Shop Steward whenever they meet with the employer. This is particularly critical when these meetings are called by the employer over issues of possible discipline.

The Shop Seward must act as the counsel for the member, a second set of eyes and ears and as the scribe for the member and the Union during all such meetings. This can be one of the most difficult things that the Steward will do.

It is vital that the Shop Steward understand the Collective Agreement and the grievance procedure to properly represent the member and protect their rights. But arguably more important is their ability to record succinct and accurate notes of the meeting. These will form the foundation for every grievance; if a grievance is filed.

The Steward must remember that everyone else who handles the grievance at the second and third step meetings or ultimately in arbitration will not have been at the initial meeting. They must rely entirely upon the Shop Steward's notes and records of the meeting for their understanding of the facts and the issues. If the facts and statements are not recorded accurately in the Steward's notes, then it becomes extremely difficult for the Shop Committee, General Chairpersons and even the arbitrators to do their jobs properly as the matter moves forward through the grievance process.

A good Shop Steward must also be prepared to deal with conflict. It comes with the job. You do not have to seek conflict or always be confrontational but you must be prepared to deal with conflict when it finds you. Sometimes it comes from members who will sound off on you for all of the things that the IAMAW is or is not doing. Sometimes it will come from the employer in the course of representing your members.

Being a good Shop Steward is not an easy job and often comes with a great many challenges. That is why LL764 spends the time, effort and money that we do training our Stewards and supporting them in the various workplaces that we represent. Unfortunately, many of our members who have put their name forward and accepted nomination as Shop Stewards are not actively fulfilling their roles and are essentially Shop Stewards in name only.

That is not a shot at any of them, but it is a statement of fact and an acknowledgement of reality. What has changed this year as LL764 moves forward with new and recurrent Shop Steward training is that we are asking all of our members who have accepted nomination as Shop Stewards to do an honest self-evaluation on their commitment to the position.

Being a Shop Steward is not a job for everybody. As you can see from the very brief and incomplete description of some of the duties of the Steward that I have just explained, there is a lot involved and you need to have the temperament and commitment to do the job properly. Sometimes members are not aware of the requirements of the job when they agree to do it.

But we also have a core of very good and dedicated Shop Stewards throughout our workplaces who do a tremendous job representing our members and our Union. We would like to encourage more of our Shop Stewards to step into this active, involved and engaged role going forward.

If you have signed up to be a Shop Steward and find that the role is not for you or that you are not prepared or able to commit to doing the job actively and properly, then maybe you should consider stepping down from the role. There is nothing wrong with that and there can be many reasons for that decision to step aside. It can often be family commitments outside of work that demand more of your time or you may simply be burnt out by having done the job for a long time and you may feel the need to step away and recharge.

Since I have been President of LL764, we have not run elections for Shop Stewards or any Committees of the Local Lodge that are not required by the Constitution. That is a philosophical decision by the Executive. We feel that if members are willing to step forward and offer their name and time for involvement within the Local and to help represent our members then we do not need to discourage them by limiting the number of participants.

For the most part that has proved to be a very successful way of filling these roles within our Local Lodge but it also invites members to sign up for certain positions and then not fulfill the obligations that they have agreed to undertake on behalf of our members. We can work around that on Committees but it is very difficult to work around that when it comes to our Shop Stewards.

When members agree to accept the position of a Shop Steward, then they really need to be prepared to follow through on that commitment. So to all of the members who have signed up to be Shop Stewards for 2017 in our various work locations, we would ask that you honestly evaluate whether or not you are prepared to actively perform all of the necessary duties that are required to fulfill the most difficult role within the entire Union.

On a final note; Tuesday, May 9th, 2017 is the date for the upcoming British Columbia provincial general election. I would encourage all of you to read Sister Andrews very thoughtful Political Action report in this *Snagsheet*. It is very relevant and food for thought as the political parties start to wind up their election messaging and advertising to voters over the next three months.

We have been driving the same Liberal car for 16 years now so maybe it's time to push, pull or drag it into the recycling yard and take a new 2017 model out for a test drive to see how it handles and if it better suits our needs as citizens.

Christopher Hiscock
President,
Canadian Airways Lodge 764

The Bullmoose Saga



When the TCA/Air Canada Board of Directors made the decision to introduce the McDonnell -Douglas DC8 into its fleet in the late 1950's as a replacement for the Lockheed Constellations, the decision also committed the airline to purchases of the McDonnell-Douglas DC8 product over the long term. Over the DC8 series product life span, the manufacturer improved the DC8 constantly, and Air Canada continued its purchases, until the 1970's oil crisis doomed the gas-guzzling four engine aircraft market to desert storage.

The initial Air Canada purchases began with the DC8 "short" series – the DC8- 41 series (four aircraft) delivered in the early 1960's, followed quickly by the DC8-43 seriesⁱ (seven aircraft) and thereafter, eight aircraft from the enhanced and improved DC8-54 series offering beginning in 1963.

All of the DC8-54's were ordered with the freighter convertible (Jet Trader) option (side cargo door and reinforced floor installed), but only fin 812 was delivered in "Jet Trader" configuration as a twelve pallet freighter in 1963.

The later delivered fins 813ⁱⁱ to 819 were delivered in full passenger FY configuration, and then progressively converted to partial or full freighters (4, 7, and 13 pallet configuration) throughout the 1970's.

"Jet Trader" conversions were driven by demand for cargo space. The conversion schedule suddenly increased with the unfortunate loss of converted freighter fin 813 during a training flight in Ottawa. The DC8-54's were progressively converted to thirteen (13) pallet freighters as the DC8-61 and -63 series aircraft joined the fleet. The "Jet Traders" were phased out or sold off when Air Canada decided that the DC8 -63 series aircraft, now too expensive to operate in passenger configuration following the fuel crisis of 1975, were excellent candidates for freighter conversion. The first conversions (fins 867 and 871) were done in Italy and the structural changes took more than a year for each aircraft. The later conversions (fins 872 – 875) were done by McDonnell -Douglas in Oklahoma and took less time. The final conversions (fins 876 - 877) were also done by in Oklahoma but without the Cammacorp engine upgradesⁱⁱⁱ.

Prior to the introduction of the "Jet Trader" configuration, cargo from Air Canada was delivered to its existing aircraft on tub carts and the goods were manually loaded into the aircraft by station attendants using belt loaders. Earlier freighter aircraft (the Bristol Freighter during the 1950's) allowed for large objects to be loaded by forklift through a nose-loading door at the front of the aircraft.

The Vanguard turboprop also had the largest cargo belly door openings of any available aircraft of the day, and could carry a Vanguard Tyne engine spare in its lower holds, if required. Both holds allowed forklift access. That access allowed Air Canada Cargo to accept a last minute consignment of two huge spools of telecommunications cable (2000 lbs. each) for an emergency repair in Calgary. You can only imagine what this cost the shipper!

The concept of pallet loaded cargo units required brand new equipment to be introduced into the airline inventory – for the Cargo Warehouse - a pallet storage system (racks) tied to a pallet transport system from racks to truck or pallet carrier ("The Green Giant"), pallet carriers trucks (double tiered platforms based on International Harvester truck frames allowing for the carriage of four (4) pallets per truck – two upper and two lower), and/or pallet dollies (one pallet per dolly) to convey the cargo to the aircraft.

Lastly, Air Canada needed a muscular forklift to hoist a maximum weight 13,000 pound pallet^{iv} to the aircraft cargo door opening door sill for loading. The solution – a locally produced British Columbia forklift called the Bullmoose.

The Bullmoose Forklift was made by the Canadian Mobile Company in North Vancouver. Canadian Mobile made forklifts, yard cranes, and small bulldozers during the 1950's - 1960's with a reputation for robust construction. For years, their equipment was the preferred choice of Canadian construction companies working in the far North and the Alberta oilfields.

Air Canada bought a number of Bullmoose forklifts for its freighter operations in Canada. For years, the principal domestic freighter operation was Flights 863 from Montreal-Toronto-Winnipeg-Edmonton-Vancouver, servicing a Canada Post contract, and return flight 862 Vancouver-Montreal, which had little cargo traffic eastbound. That changed with the advent of the Sea-Air product for Japanese shippers^v.

The Bullmoose became a legend at Vancouver.

In February 1968, a CPAir B707-138B, wet-leased from Standard Airways of Seattle, missed its approach in foggy conditions at Vancouver, and veered off the runway. The aircraft crashed into Air Canada's ground equipment parked in the south-west corner of the South Terminal ramp, and came to rest with its nose buried in the Aviation Electric building. The rescue operation included Air Canada's biggest aircraft tug (which pulled the aircraft out of the building, and the Bullmoose, which picked up the nose of the shattered aircraft on its giant forks (the nosewheel had been torn away), and became the steering for the crippled aircraft as it was dragged away and parked at the side of the domed CPA (former BCIT Training Center now WestJet) Maintenance Hangar.

Later, Air Canada accepted an Air France Cargo charter ground handling contract in Vancouver in the same year. Air France delivered a special metal wire-drawing machine, manufactured in Europe, to a Vancouver business. The machine weighed 13,500 pounds, and at the time,

the B707F was the only aircraft that could carry that amount of weight on a single pallet in its center wing position. The machine straddled two pallet positions, so it had to be moved to the upper deck cargo doorway of the aircraft, and "plucked" by the Bullmoose out of the door, with precision movements back and forth by the forklift operator. Clearances on either side of the cargo door jamb were six inches or less. There were many sighs of relief from Air Canada Management and Air France staff once the massive unit was out of the doorway and lowered to ground level, for loading on to a waiting flat deck truck.

Air Canada Cargo Management made a decision to try and alleviate the chronic West-East cargo movement volume for the freighter by offering rock bottom rates to Asian exporters for their containerized traffic to Europe (the Sea-Air product). It included arrangements with the Port of Vancouver that some shipments would arrive at the Air Canada Cargo Terminal (in those days the old Harrison Airways aircraft hangar, leased by Air Canada) in their 20,000 pound ocean containers. Containers were "stored" in the cargo employee parking lot.

The "Moose" had to move ocean containers around the cargo parking lot for unloading and processing. Many of these ocean containers exceeded the "Moose's" maximum lifting weight. The Moose picked them up anyway, and often, with at least two or three (or more) station attendants climbing on to the rear of the Moose to provide a counterbalance, to get the rear wheel back on the ground for steering. After hoisting several maximum weight ocean containers, the "Moose" usually earned a trip to the Millwright shop for a blown seal to the main ram of the forklift.

The Bullmoose proved to be a very versatile piece of airline equipment. Long after it had served its purpose as a pallet transfer unit (replaced by the Cochrane, Lantis, and Commander loaders), the "Moose" found a new use within the millwright section as a hoisting unit for heavy ramp equipment (B747 aircraft tugs and pallet/container carriers), and with the maintenance branch for lifting aircraft engines out of their delivery cradles. But of course, like all equipment where the manufacturer has "gone out of

business”, parts become an issue. There is not much recorded history on Canadian Mobile - North Vancouver - but it went out of business when the forklift and crane market was swallowed up by cheaper American and the Japanese products in the 1970's.

Older Bullmoose was progressively retired from Air Canada service. The retired units from around the system were dismantled and kept the few remaining Moose operational^{vi}.

The Moose temporarily enjoyed a reprieve from “phasing out” in Atlantic Canada. It was discovered that the new Eastern Canada Cargo Terminal loading bridge could not be lowered down enough to meet the threshold of the cargo door sill for the recently introduced DC9-32F^{vii} on the Montreal-Fredricton-Halifax-Newfoundland run. The Bullmoose was the solution to the problem. However, by 1977, the DC9-32F was deemed to be unsuitable for the Atlantic Canada market^{viii} and was sold to Southern Airways of the United States.

Shortly thereafter, the Bullmoose became another part of air transport history.

To those readers unaware, I have retired as Secretary-Treasurer of Lodge 764 as of December 31, 2016. I will continue to provide Snagsheet submissions as the Chair of the History Committee LL764 for your reading pleasure.

Footnotes:

ⁱ. One of these aircraft (registration CF-TJH, fin 808) was returned to McDonnell-Douglas in 1977, who converted the aircraft to DC8-54(F) specifications, and sold the aircraft to a leasing company. The aircraft gained Internet attention when it became trapped at a small African airport (Goma) that had its main runway blocked by molten lava in 1998 from a nearby volcano. The aircraft (registered 9Q-CLV with Lignes Aeriennes Conglaises) was retrieved after several years of entrapment in 2011 and now sits in an African storage yard, waiting for use.

ⁱⁱ. Fin 813 was lost on a training flight at the Ottawa Airport in 1967 when it “turned turtle” on a landing approach and was destroyed. Fin 814 was lost at Sainte-Therese (outside Montreal) Quebec in 1963 in an incident involving a suspected flight control (trim pitch) problem.

ⁱⁱⁱ. Fins 876 – 877 retained their original Pratt & Whitney JT3D engines after conversion and were operated by Air Canada until noise abatement rules and fuel costs precluded their use in North America. The aircraft were sold to second tier air cargo carriers (ABX) who operated the aircraft in third world countries where noise restriction regulations did not apply, and fuel costs were cheaper. On my last review, both aircraft were shown “retired”.

^{iv}. A maximum weight pallet could only be carried on the DC8-54/63/73F aircraft in the center wing position.

^v. The Sea-Air product provided fast trans-shipment for high end containerized electronic goods from Japan to Europe. The service produced lots of volume for Air Canada Cargo, solving the West to East cargo capacity underutilization problem, but generated little revenue. Sea-Air was eventually phased out after an outside management review. A more complete discussion on this topic can be found in the June 2013 Snagsheet article on “Air Cargo”.

^{vi}. Vancouver was one example. Even though the Vancouver Bullmoose had been “written off” from Air Canada inventory, the Maintenance section (which included GSE) kept the unit operational because there was no immedi-

ate lifting replacement. Eventually, Air Canada installed heavy lift cranes in its Hangar and the GSE shops.

vii. DC9-32F Fin 771, registration CF-TMN purchased from Overseas National in 1973 operated until 1977 for Air Canada Cargo until sold to Southern Airways. The aircraft was purchased by the US Navy in 1984 and converted to the C9B Skytrain II military application (multiple use configuration), and was retired to military storage in 2005. A more in depth history of this aircraft and the reasons that it was retired from Air Canada Cargo service can be found in the Snagsheet article "The DC9-32F Freighter" published in October 2009.

viii. The DC9-32F did not have enough weight capacity to handle lobster shipments and mail commitments from Atlantic Canada during high demand seasons. The aircraft was eventually replaced by the DC8-73F, and later by a B767 in passenger configuration assigned to freighter duty when the DC8-73F's were retired.



David Varnes,
Chair History
Committee LL764

Tech Ops Report

Tech Ops Shop Committee Report

B737 Nucleus Crew – The sixteen YVR B737 Max nucleus crew members have been selected and the first YVR course began on January 5th. The second nucleus course for YVR is scheduled in June.

Next Arbitration Date – The tentative 2017 Western Arbitration dates have been decided and the next YVR date is January 19th with Arbitrator McPhillips.

YVR Recalls – Several members have inquired about Cat 1 and Cat 38 recalls here in YVR. Most members accepted recall and we hope to see those members reporting for work in YVR very soon.

Basic Shop Steward Training – I expect the dates to be finalized very soon for Basic Shop Steward training. Late January or early February are dates being considered.

Line Expedite Shift Agreement – Today I signed an updated shift agreement for the Line Expeditors in YVR. My thanks to Line Expediter Shop Steward Richard Weisgarber for his assistance in doing all the necessary preparation.

Tech Ops Retirements – The Shop Committee would like to congratulate the following Members: Stu Aune – Cat 1, Peter Ypenburg – Cat 1 and Gord Burrows– Cat 38 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

Airports/Cargo Report

I would like to encourage all Members to pay extra diligence to their time and attendance. The Air Canada Reliability Team is going after any employee that has over ten (10) anomalies in the one rolling year. This includes any lates, unusual absences, sick days and no shows. There have been several terminations over the past several weeks.

I would like to congratulate Brother Tim Murphy on his election win as Member and look forward to working with him over the next three (3) years. The nominations are presently being held for Shop Stewards and will close this week. There will be Shop Steward Training to follow the nominations. I would also like to congratulate the rest of the Executive Board on their elections.

Members are always encouraged to obtain and read a copy of our new Collective Bargaining Agreement. Copies will be available in electronic format on the Local Lodge 764 website and hard copies will be available in the Shop Committee and Local Lodge 764 offices in the upcoming future.

Knowing your Collective Bargaining rights is empowering and is one of the best ways to extinguish rumours and hearsay. Supplemental to the Collective Agreement, the Aeronet portal can also be a great tool for information. Many policies and handbooks can be found there simply by doing a search in the HR Connex search engine. As always, if clarification is required on an Article in the Agreement or a Company policy, please see your Shop Steward or the Shop Committee.

In Solidarity,

Rod Ramsey & Tim Murphey
Airports & Cargo Shop Committee

MTU Report

SENIOR STEWARDS REPORT MTU – CANADA

Brothers and Sisters I would like to begin this month's report by wishing you and your families a very happy and healthy new year in 2017.

We are very fortunate to be getting off to a great start with a full slate of Shop Stewards, official lists have now been posted as per local lodge bylaws, please review these lists and familiarize yourself with the shop steward in your functional work area.

I would like to thank all of the stewards for stepping up to the challenge and responsibility of being a shop steward and welcome those of you who are new stewards.

Brother Neil Carter our Local Lodge educator has advised that he is considering steward training and collective agreement / grievance procedure training, stay tuned as times and dates will be communicated in the coming weeks, those of you who are new stewards please take the time to introduce yourself to Brother Carter and communicate your training requirements.

Please be advised as per Article 13.09 the master seniority list will be posted on the 15th January, it is your responsibility to review it for accuracy as you only have ninety days to dispute any omissions or errors, the seniority list can be found on the main bulletin board or the company's electronic library.

The 2017 bid vacation process has now closed therefore the approved and final vacation lists will be posted no later than the 15th January as per Article 18, please be advised those of you who elected not to bid your vacation are at risk of having it assigned.

There are currently two grievances at Step 3, overtime bypass and excessive discipline.

I will be keeping an ever observant eye on the overtime averaging agreement that allows for a maximum of 126 hours of overtime per quarter and will be following up

with the Director of Production whom has committed to meeting with me on a regular basis as the first quarter of 2017 appears to be a challenging one and based on past years this has proven to be a time when we have experienced a slowdown from our current portfolio of customers both military and commercial. Our customer support and sales team are busy trying to secure present contracts and are also pursuing new customers, as reported previously the Canadian and US Military contracts that we are awaiting award and renewal on will hopefully materialize with an announcement expected later this month, sales and customer support remain optimistically confident. As always we are reminded of the global competition and the ever changing requirements to be competitive and adapt to our customer's needs, 2017 will be a very challenging year for all of us at MTU-Canada but I am confident with the current team on hand we will overcome and adapt to the ever changing needs and challenges of the industry.

In Solidarity, Brother Jim Mathieson.

Photo on Front page

The Richmond Food Bank thanks MTU / LL764 for their donations. With our support volunteers give grocery assistance to more than 1400 persons in a typical week.



AC Pension Report

This month I will continue our stroll down Terminology Lane and I urge everyone who is either divorced, separated or has had a marriage annulled to pay particular attention to the 3rd term - "Spouse".

"Pre-Transition Rules" mean the rules of the plan that were in effect before December 2001 for ex-CAIL members. That is the date that the benefit and contribution rules of the CAIL plan changed to mirror the Air Canada Pension rules. These rules still exist in the plan text and comprise Appendix A of the text. They govern the benefit that will be payable to ex-CAIL members for all pensionable service prior to December 2001. For those of us in the ex-CAIL pension plan our pension essentially comprises two parts added together. There is one set of rules and benefits that cover the pre-transition period (everything before December 2001). There is a second set of rules and benefits that covers all service in and after December 2001. This does not apply to original Air Canada members.

"Retirement Date" means the first day of the month during which the member retires. You always retire on the first day of a month. It is actually the first day of the month next following your last day of work or last day as an employee if you are classified as inactive at the time of retirement. It applies to retiring on any date other than your "Normal Retirement Date" which is the first day of the month following your 65th birthday.

"Spouse" means the person married to a member or ex-member of the plan, an established common law partner (for a minimum of one year) or a person who is partner to a void marriage to a member or former member (if there is no subsequent spouse or common law partner). A member can only have one spouse in respect of their pension benefit. In any matter of dispute as to the legal spouse of the member or former member the priority shall be determined by a reference to the courts. The plan text has an entire section, Section 12, which deals with the distribution of the pension benefits in the event of divorce, separation or annulment. Air Canada also has a forty-six (46) page administrative policy that provides the interpretation and explains the procedures for complying with Section 12 of the text. It is available on the

Aeronet as a printable pdf document by following the links to HR Connex > Retirement (HR Connex Pension) > Life Events (tab) > Ending a Marriage or Common-law Relationship > Plan Information > “*Administrative Policy on the Distribution of Benefits between spouses....*”.

“Transition Date” means January 1, 2002 for ex-CAIL TMOS members and January 1, 2005 for ex-CAIL Clerical members. These are the dates that members in these groups started making contributions and earning pension benefits in accordance with the existing Air Canada pension plan rules. This does not apply to original Air Canada members. There is no transition date for original Air Canada members.

*“Trust Fund” is more commonly called the “Master Trust Fund” (MTF) and is the trust fund established and maintained by the Company as the Plan sponsor. The MTF contains all of the assets, funds, securities, income and revenue of all nine (9) of Air Canada’s Defined Benefit pension plans. Each pension plan owns a pro-rata share of the MTF based upon the dollar value of the pension benefits owed to each Plan’s members. The IAMAW is the largest shareholder of the MTF owning 30.16% of the fund total. The MTF is held in trust by CIBC Mellon and had net assets of **\$17.847 Billion** as at September 30, 2016. The assets and investment of the MTF are controlled by the Air Canada Pension Investments Department. All members’ pension benefits are paid from the MTF. It can only be used for the payment of pension benefits to the plan members and is not accessible to the company except for the deposit of contributions and payment of owed pension benefits.*

All of the monthly Pension Reports are archived on the Local Lodge 764 website www.iam764.ca. There is an “AC Pension Reports” link under “More 764” above the banner photo on the www.iam764.ca home page and it will provide access to all of the archived reports dating back to February 2007. I may be contacted at president@iam764.ca with any questions or concerns that you may have. You can also follow me on Twitter [@president764](https://twitter.com/president764) for regular pension and IAM&AW information updates.

Respectfully Submitted, Christopher Hiscock
Chairman, LL764 Pension Committee

Political Action - Provincial Election

With the Provincial Election scheduled for May 9, 2017, political action reports for the next few months will focus on provincial politics. As the provincial government is responsible for Healthcare, Worker’s Compensation, Employment Standards, provincial Labour Relations, and Education, among other things, it is vital we make an informed choice so our best interests are served in the next 4 years.

As we saw in our last provincial election and more recently in the US federal election, we need to pay closer attention to what politicians are saying and doing and we cannot rely on polls and media to be unbiased or to report on issues that will impact us. This is not to say that mainstream media should be discounted—it should not—however, we need to think critically about what we are seeing and hearing. For example, if we aren’t seeing John Horgan speaking about privatization trends in healthcare and senior care homes, we should wonder *why* the media did not ask him for a comment, instead of assuming he and the NDP have nothing to say. Christy Clark and the BC Liberals are everywhere—and that is no accident. From Liberal ads, to ‘BC Government’ ads that use taxpayer dollars for little more than thinly veiled propaganda, to Liberal allies in oil and gas industries, we are constantly bombarded by the idea that things are going great in the province. But a closer look tells a different story.

An article in the Tyee on January 4 revealed that a BC Government ad that made claims about the LNG industry were withdrawn, and that Advertising Standards Canada received complaints about the ads. These ads were undoubtedly made with our taxpayer dollars.

Another January 4 article detailed the misleading nature of a November announcement that Woodfibre LNG was a ‘go’ that Premier Clark made at a press conference in Squamish. Noticeably absent was Squamish Nation Band council. The Tyee reported that “The project relies on the First Nation’s support, since the company has agreed to abide by the band’s environmental and economic conditions.” Chief Ian Campell said their ab-

sence was deliberate and that "...we're simply not there. To be candid, it's misleading..." A member of the anti-LNG group My Sea to Sky was quoted as saying "I think Christy Clark really likes to put on a hard hat. But that's all it is. This was a total PR set up. It was a dog and pony show that was put on for the media."

The Tyee also reported on January 5 that the Supreme Court of British Columbia is set to hear arguments on whether or not a challenge to rulings that cleared Premier Christy Clark following conflict of interest complaints should proceed. The advocacy group Democracy Watch asked for judicial review of 2 rulings made by the Conflict of Interest Commissioner Paul Fraser that cleared Clark last year. With Prime Minister Trudeau also facing 'cash for access' allegations around fund-raising it is important to have critical and thorough reporting of who our politicians are speaking to, listening to, and where they are getting their donations from.

Federally, the Liberals reneged on their promise to close a CEO tax loophole. In a January 6th article, Press Progress reported that Bill Morneau's claim that he would not close a \$750 million dollar tax loophole because of feedback from 'small start-ups' may not have been accurate, as the Liberals own pre-election campaign materials claimed that the loophole was mainly used by wealthy elites. Through access to information requests to Finance Canada Press Progress found that the Finance Minister was lobbied to scrap their promise. Excerpts from some of the documents can be found in the Press Progress article.

A final thought over 2,000 years old:

One of the penalties of refusing to participate in politics is that you end up being governed by your inferiors.

-Plato

Respectfully Submitted,

Janet

Sources:

At Least Two Complaints Made about LNG TV Ad Withdrawn by Government The Tyee, January 4, 2017

Did Christy Clark Pull a Too-Fast PR Stunt on LNG? The Tyee, January 4, 2017

Court to Consider Hearing Challenge to Conflict Rulings that Cleared Premier Clark The Tyee, January 5, 2017

Bay Street pressured Liberals to break promise to close CEO tax loophole, documents show Press Progress, January 6, 2017

EAP Report



EAP REPORT TO LOCAL LODGE 764 JANUARY 2017

Jindy Sarai and Tracy Dawson, EAP Vancouver-based Coordinators, will be attending the EAP Level 1 Training on February 19 - 24, 2017 at the Winpisinger Technology Center in Hollywood, Maryland.

Vancouver-based Regional Coordinator Brian Bethell has designed an EAP resource guide that will be attached to the Local Lodge 764 EAP link page, along with a self-help resource link (here to help BC) <http://www.heretohelp.bc.ca/self-help-resources#share-this>.

The purpose of these guides is to highlight educational fact sheets and information resources in our community.

Your IAMAW Union Vancouver-based Local Lodge 764 EAP Coordinators are here to provide confidential professional referrals on a resource near you. For this information please contact them directly. <http://iam764.ca/eap/>

In Solidarity
Brian Bethell
EAP Regional Coordinator

Next General Meeting

Feb 08, 2017

5 PM

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



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