

# 142 OBSERVER

Fall 2016

Official Publication of IAMAW District Lodge 142

## In this issue...



## Machinists Union responds to election of Donald Trump

**B**ob Martinez, president of the nearly 600,000-member International Association of Machinists and Aerospace Workers (IAM), released this statement on the election of Donald Trump on Nov. 8:

“I want to sincerely thank the thousands of IAM members and working people who voted, volunteered and made a difference in this year’s election.

“To those who are saddened by the result, I offer my promise that your union’s commitment to fighting for you is unwavering.

“This puts to bed questions over the

depth of Americans’ anxiety over the systematic destruction of good jobs, the loss of retirement security and a trade policy that benefits few at the expense of many. It’s something the IAM and the labor movement has been sounding alarms about for decades.

“This was not the result many thought was the best way forward, but we are Americans: We get up, dust ourselves off and keep working toward a better future together.

“As a labor union, we deal with those whom we disagree with every day at the bargaining table. We try to find common ground. That’s exactly what we intend

to do in this new reality.

“There’s things we won’t compromise on: racism, sexism, common decency and respect. We will always stand up when people are mistreated.

“We will never give in to the politics of fear and division. We will continue to fight for better jobs, higher wages, secure pensions, health care, safe and healthy workplaces, and jus-

tice and dignity on the job.

“We hope to work with President-elect Trump on what he said were central tenants behind his campaign — restoring the American middle class and bringing work back to the United States.

“Working people, coming together in unions, must be a part of that vision for it to be successful.”

## Industry-best pay rates go into effect at American

**A**pproximately 30,000 ground workers at American Airlines saw their industry-leading wage rates reflected in their pay checks in November. Wage increases for workers represented by the TWU/IAM Association averaged approximately 22 percent.

Mechanic and Related workers now surpass by 3 percent similarly classified workers at Delta Airlines. Fleet Service, Stores/Material Logistic Specialists and Maintenance Training Specialists’ wages increased 1 percent ahead of their peers at United Airlines.

“These industry-setting increases are the result of the Association Negotiating Committees’ hard work,” said Association Chairman Sito Pantoja and Vice Chairman Harry Lombardo.

“These gains are only the beginning for our members as we continue to negotiate for improvements in all areas of our contracts.”

In addition to the industry-best wage hikes, Association members will see improvements to their defined-benefit pensions and defined-contribution retirement plans.

While these gains are the industry benchmark, they are only the first step in negotiations. The TWU-IAM Association Negotiating Committees are in ongoing talks with American Airlines to procure improvements in all areas of Association members’ contracts.

The TWU-IAM Association is an affiliation between the Transport Workers Union and the IAM.

Air Transport District Lodge 142  
400 N. E. 32nd St.  
Kansas City, MO 64116-2983



# Secretary-Treasurer's Report

By Ian Anderman

## Stronger union movement ahead!

**A**s we come to the close of 2016, we look forward to a new year and a properly functioning new administration in the White House.

This is traditionally a time for new beginnings, so let's all make an extra effort to reach out to those who disagree with us politically and repair the frayed threads of our social fabric.

It's not a time for sore losers and ungracious winners. Many people on both sides share a common goal of fixing the system to give working people a better

break. The key to success in that regard is a stronger union movement!

As we work toward this goal, District Lodge 142 and the IAM's Transportation Department are preparing for a busy, event-filled 2017. Our many conferences provide valuable opportunities to improve our skills as union leaders and activists, enhance our knowledge of safety procedures and protocols, and connect with our fellow District Lodge members at stations across our jurisdictions.

Here are the programs we have planned throughout the year:

- **Alaska Airlines Steward Conference:** Jan. 23-26
- **Southwest Airlines Steward Conference:** Jan. 29-Feb. 1
- **Flight Attendant Grievance Conference:** March 5-10

- **Flight Safety Conference:** May 30-June 4
- **Flight Attendants Conference:** July 23-28
- **Joint Air Transportation Safety Conference:** Aug. 27-31
- **District Lodge 142 Biennial Convention:**  
(dates in September to be announced)
- **Ground Safety Conference:**  
(dates to be announced)

Please also remember to attend the IAM's Transportation Conference, April 9-13, 2017 at Caesars Palace in Las Vegas.

I wish everyone a safe and happy holiday season and look forward to a new year of positive activism for peace, justice and prosperity for all.



## EAP Report

By Paul Shultz, EAP Chair

## EAP can help members with depression

**I**f you're like me, you're probably glad the elections are finally over and the nation can get to back to something resembling its normal state.

Even so, some of us aren't exactly looking forward to the approaching holiday season with the requisite cheery attitude.

For these individuals, the holidays only serve as reminders that loved ones are no longer around to share the season with them. Some have no loved ones at all, or even friends, to help them get through a damp, dark and cold time of year.

Others have different problems. After the holidays are over and the fun gatherings have ended, they may find themselves deep in debt because of all the gifts they purchased.

For college students, it's back to school, often in places that are cold and barren in comparison to their home towns in warmer climates.

For sports fans who aren't rooting for an NBA franchise, it's a gameless no-man's (or woman's) land between the regular football season and the Super Bowl.

Even Valentine's Day can hit people hard, especially those who are in unhappy relationships – or no relationships at all.

Depression, seasonal or otherwise, isn't a sitcom joke or something to "just get over." It is a medical condition that affects the ability of people to function properly and enjoy their lives.

Some people try to drink their problems away with alcohol. This is actually counterproductive because alcohol is a depressant — it will only make their symptoms worse.

Almost anyone can get depressed from time to time. It is part of human nature. But clinical depression is a disease that has recognizable symptoms. Those symptoms include profound feelings of sadness, emptiness, worthlessness or irritability, loss of interest



in established pleasurable activities, changes in weight, appetite or sleep patterns, inability to concentrate, fatigue, physical aches, restlessness and morbid and suicidal thoughts.

Depressive disorders can be treated and even cured. Methods for treatment vary from increased exercise and improved diet to psychotherapy and medication.

If you or someone in your family is dealing with symptoms of depression, a union benefit available to help. It is called the Employee Assistance Program (EAP).

Your local IAM EAP committee person is ready to help. If you don't know who that person is, to find one you can always contact me on my cell phone at (704) 907-3563 or by my email at [pm.shultz@att.net](mailto:pm.shultz@att.net).

EAP counselors put you in touch with professionals who are able to diagnose and treat symptoms of depression. The service is completely confidential.

Depression is not a sentence to live with, but a symptom to overcome. Even in the saddest months of your year.



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# President's Report

By Dave Supplee

## Alaska and Virgin: IAM aims for an angst-free merger

**A**ngst” means fear or anxiety, and it accurately describes the queasy feeling many people in our industry experience in the pits of their stomachs when they hear the word “merger.”

And with all the mergers we’ve been through in the past decade, you could say there’s plenty of angst to go around.

Many of us who work in the industry remember TWA, Eastern, America West, Jet America and many other carriers that vanished in one merger or another.

Mergers are extremely complicated affairs. No matter how well the lawyers and the number-crunchers work out the details, there’s always a mess left for the workers to sort out.

All too often, those same workers — men and women who dedicated their careers to one of the merger partners or another — end up paying the price for the “efficiencies of scale” that are promised when the parts are finally joined.

Members of IAM District Lodge 142 are all too familiar with the syndrome.

Recently, our members at Southwest went through this with their merger with AirTran and our members at US Airways are currently working toward a Joint Collective Bargaining Agreement (JCBA) in the merger with American Airlines.

As each company strives to advance its own profitability, there is one institution that stands solely for the workers. That institution is the IAM.

Through merger after merger, our union has stood consistently for the membership and continues to act as its proud and unwavering advocate.

The IAM is determined to fight every battle that needs to be fought to protect our members’ past accomplishments and preserve their opportunities for moving ahead in the future when rationality is finally restored.

Now, a new merger has appeared: Alaska Airlines and Virgin America.

Alaska has a strong presence on the West Coast and into Alaska, with some flights to the East Coast. Virgin America has a much smaller footprint, with some West Coast traffic, routes coast to coast and some East Coast traffic. There is very little overlap where both carriers have large numbers of employees — maybe four cities total where both carriers have a strong presence.

As in most mergers, the biggest concern from the employees of each carrier is “What does this mean to me? Will I still have a job, or will I have to move

are part of the IAM at pre-merger Alaska.

At Alaska, our clerical, office and passenger service workers and ramp & stores workers are represented by the IAM, while those at Virgin are currently non-union.

We do not see controversy with blending the work being done on either side, once a merger transition agreement is reached that brings the Virgin employees under the coverage of the IAM contracts. This makes combining the seniority of the groups much easier.

In many of the pre-merger Alaska stations, there are very few, if any, Virgin employees. There are a few stations that are very close to equal in numbers from both carriers, and there are approximately eight locations that are solely pre-merger Virgin America stations where Alaska may have a vendor.

There are office & clerical functions and reservations work, and there may be some ramp or stores work that transitions from Virgin into the new Alaska with the merger. Our objective is to retain all of this work covered by the contracts and performed by IAM-represented employees (both pre-merger Virgin and pre-merger Alaska).

While the merger is still awaiting final approval of government agencies, the IAM and Alaska management have had good dialogue, so this can be as seamless of a merger as possible for the Alaska & Virgin employees and for the new Alaska Airlines.

We are fortunate to have a good relationship with Alaska management and we look forward to all Virgin and Alaska employees joining in one IAM workforce for the best merger yet!

Fortunately, the IAM has the depth, expertise and experience required to lead this industry’s work force — and the new Alaska Airlines — into a new era of stability and prosperity.

For our Alaska members and the Virgin employees who will be, “angst” will be a word that’s rarely heard, except perhaps in history classrooms.

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**T**hrough merger after merger, our union has stood consistently for the membership and continues to act as its proud and unwavering advocate.

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to keep my job? What about my seniority?” The IAM has always taken these concerns as its top issues, too.

The IAM’s position on combining the two work forces has always been to “dove tail” seniority — meaning your classification date is your date and you will be blended on the new seniority roster with the other carrier’s employees based on that date. One group is not moved ahead of the other.

There is no representation question in this merger — the IAM will be the representative of the combined Virgin and Alaska employees in classifications that

## Congratulations, scholarship winners!



**Left:** Savannah Berry receives her scholarship award from District Lodge 142 Special Representative Marche Johnson Cooper.  
**Right:** Jeny Lee Pineda receives her award from General Chair John Coveny as her father, Segundo Pineda of Local Lodge 1445, looks on.

# Meet your new General Chairs

## April Butler

General Chair at Large

April began her Southwest Airlines career at the BHM station as a Customer Service Agent in 1987. A third-generation unionist, she soon volunteered to become the Alternate Shop Steward at BHM. In 1995, she took on the duties of Lead Shop Steward at BHM and attended many conferences representing Local Lodge 154 in Nashville. She also served as the lodge's Recording Secretary and participated on the Contract Proposal Committee. Prior to her election as General Chair, she served on the CREST Trainers Exchange team.



## Jessica Morris

General Chair at Southwest Airlines

Jessica's parents met when her mom was a Flight Attendant and her dad was a pilot, both flying for TWA. She served 23 years with Southwest and the IAM, 22 of them full-time. Prior to her election as GC, she worked in General Sales and E-Comm. She has been a Class Coordinator and Service Coordinator and participated in several panels, including Call Calibration and AHT. Jessica had the honor of serving the members as a Steward over three different terms for a total of seven years. She also was her local lodge's Recording Secretary for two years and Secretary-Treasurer for a year and a half.



## Carrie Lessley

General Chair at Southwest Airlines

Carrie has been a member of the IAM since 1999. Before her election as GC, she served more than 13 years as Shop Steward at Southwest Airlines CS&S. She attended Leadership I, II and Advanced Leadership at the IAM's Winpisinger Training and Technology Center. At Local Lodge 2559, she served two years as Auditor and three years as Recording Secretary. She also was a member of the Budget, Bylaws and Education Committees. She also served on District Lodge 142's committees for Contract Screening of Proposals, the Education Tour Group and Bylaws, as well as the Education Committee.



## John Coveny

General Chair at US Airways/American

Before his election as GC, John was a full-time Grievance Committee member for the IAM in Pittsburgh and vice president for District 142 at American. He became involved in our union from the year he was hired in 1988 and has held many positions in his 28-year career, including president and Grievance Committee chair at Local Lodge 1976. John was assigned to Philadelphia as a temporary General Chair and was key in defeating the Teamsters in their attempt to raid our jurisdiction. John has been on several organizing drives, including our recent victory at Swissport in Phoenix. He also served on the team bargaining a contract with American Airlines.



## IAMAW Veteran's Services Program

### Contact Information Sheet

Please print clearly

Which branch of the military have you served? Check all that apply

- Air Force
- Army
- Coast Guard
- Marine Corps
- Navy
- National Guard
- Reserve
- Other

Are you willing to serve on the Veteran Service Committee?

- Yes
- No

First Name Middle Name Last Name Sr., Jr., III

Street Address City State ZIP Code

Home Phone Cell Phone Email Address

Gender Years Served in Military Territory/District/Local Lodge

Your Union Title Current IAMAW Status IAM Card ID #

### Please return to:

Retirees, Community & Membership Services Department, Attn: Director, Edward Manhart  
9000 Machinists Place, Room 305 Upper Marlboro, MD 20772  
or fax to: (301) 967-3427

# Honoring our veterans

The IAM, through its Department of Community Services, Retirees and Veteran Affairs, recognizes the sisters and brothers who have served our country in the armed services with a commemorative pin.

If you are a veteran, please fill out the form at left and mail it in to obtain your pin.

The IAM's Veteran's Affairs Committee has asked local lodge representatives to mention this at their lodge meetings.

To assist in this honorable endeavor, it is requested that the AGCs and GCs, when making their station visits, give a brief explanation and hand off a copy of the form to the local lodges.

Once the department receives completed forms, it will send letters of appreciation to the individuals along with their IAM veteran's pins.



From left: Nora Cervantes, Sito Pantoja, Dave Supplee and Bob Martinez show District Lodge 142's the IAM journalism awards at the IAM Grand Lodge Convention.



DL 142 Communicator Rachel Ackerman addresses delegates at the Grand Lodge Convention.

# District 142's Observer and website take top honors at convention

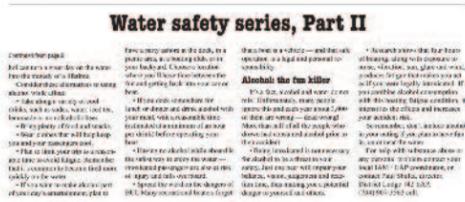
District Lodge 142's *Observer* and web team won five IAM Communications Awards at the union's recent Grand Lodge Convention in Chicago.

Edited by District President Dave Supplee, the *Observer* continued its string of first-place honors in the Best Layout and Design category for newsletters.

The judges cited the publication's "excellent use of grid layout and asymmetrical design," which "moves the reader's eyes throughout [the] newsletter." They also noted that the "clean design creates consistent brand image with colors and fonts" and that "images add to visual appeal and help support content."

In addition, the *Observer* took first place in the Best Feature category with EAP Director Paul Shultz's article, "Suicide Awareness and Prevention: EAP Can Help." In it, Shultz described symptoms indicating suicide risk and suggested ways members can help their brothers and sisters in need.

The judges commented: "A well-written, factual and unvarnished conversation about a serious topic, this essay is a valuable service to the membership and their families."



After sweeping first place in all newsletter categories last year, the *Observer* took third place this year in the General Excellence category.

The judges cited the publication's "wide ranging coverage of the entire span of the union — bargaining, organizing, legislation and politics, and union benefits." They also described the *Observer* as "colorful, airy, jam-packed with member photos and lots of voices and bylines."

They summed up by praising the newsletter's "unique graphics and layout," calling it "highly readable."

District Lodge 142's website, [www.iamdl142.org](http://www.iamdl142.org), also took first place in the General Excellence category.

Edited by Rachael Ackerman, the site was described as "very active," with "a lot of great content available."

In addition, District Lodge 142's Facebook page took third-place honors in the Special Performance category.

"Congratulations to all the winners," IAM International President Bob Martinez said.

"We thank our lodge web stewards, editors and communicators for faithfully maintaining their websites and newsletters. Consistently staying in touch with our members is critical, and we appreciate all that you do."



## Have you moved?

Keep DL 142 up to date with your current contact information!  
[www.atd142.org/contact-us](http://www.atd142.org/contact-us)



### Be on the lookout! LOUIS L. GRAY – ROBERT M. MOORE – FRANK SCORE MEMORIAL SCHOLARSHIP AWARDS

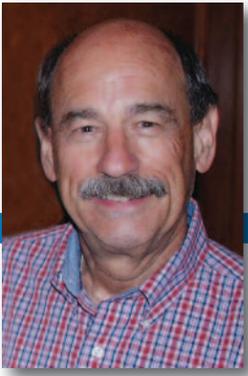
First Place Award: \$2,500  
Several Other Awards: \$1,000

Watch your union bulletin boards for details!

- Q:** I've heard some people are asking us for our personal information and to sign cards. Is that okay?
  - A:** No it's not ok. If you sign a card you are jeopardizing your quality of life and a joint collective bargaining agreement (JCBA)
  - Q:** Who are these people?
  - A:** Most are former union officers who abandoned their members, were voted out, or have been convicted and banned from holding office for theft of YOUR dues dollars and Union property.
  - Q:** They are also asking me to donate money on a go fund me account, where's this money going?
  - A:** Good question! There is no accountability and no transparency.
  - Q:** Can this affect negotiations?
  - A:** YES! We have made substantial progress recently, but by signing a card this could halt any further movement indefinitely.
- #Dontsigncard



Visit [www.iamdl142.org](http://www.iamdl142.org) for more info.



## Ground Safety Report

By Ron Miller, Ground Safety Committee Director

### Lightning detection and warning system at AA

**Y**our District 142 Safety and Health director has worked closely with the AA Tech Ops Safety Department and TWU Safety and Health reps to review current lightning detection and lightning warning systems in place at each of the maintenance locations.

After extensive review of the latest lightning detection technology available, the Vaisala AviCast system was selected for all maintenance stations. This will provide the most accurate and timely lightning strike data available.

Funding for the AviCast detection system has been approved and the AviCast system should be activated in each station by the time this issue of the *Observer* reaches you.

After onsite station visits and reviews, specific recommendations were provided for the improvement of each station's warning systems. The next steps are for each station to evaluate its needs and adopt the recommendations.

We will continue to provide assistance to see these important improvements implemented.



Our thanks to Brian Szolodko, Local Lodge 2508 Safety Committee chair, and the other IAM and TWU members in MCO for conducting a side-by-side evaluation of the three major systems available. MCO is the "lightning capital of America," with

more than 781 lightning strikes a year!

#### ANSI shirts at American

What is an ANSI shirt?

ANSI is the American National Standards Institute, which has a standard (called a consensus standard) for High Visibility Safety Apparel for airport workers.

American Airlines and most other airlines and airports require their safety vests to meet the ANSI Performance Class 2 standard.

We have been working for many years to have an ANSI Class 2 shirt approved to wear in lieu of the vest, especially for the hot cities in the summer. The good news is that AA has agreed to conduct a wear test that will begin shortly with the expected roll-out of the new shirts as an employee option beginning in May 2017.

This is great news, especially for those who work in hot climates and who will appreciate relief from wearing two layers of garments in the hot days of summer!

## MNPL Report

By Hasan Soloman, IAM MNPL Director

### If you assault an airline employee, there must be consequences

**Y**es, too often air travelers face long lines, crowded terminals, delayed and cancelled flights, and lost baggage. They get frustrated and perhaps angry.

But when those feelings result in a rising occurrence of punching, kicking or spitting on passenger service employees, something is seriously wrong. And now we are taking aim at this disturbing trend.

Across the country, Customer Service agents have reported violent attacks by passengers ranging from racial slurs to all-out physical assaults.

Some have been kneed and punched in the face; some have had to dodge projectile luggage, and others have had their clothes torn.

One employee even reported being surrounded by several members of the same family who pushed, shoved and otherwise harassed her until co-workers intervened.

Then there's the horrific 2014 incident in which a United Airlines Customer Service Representative working at the Ft. Lauderdale-Hollywood International Airport was punched, dragged by the hair on the ground and repeatedly kicked in the stomach by an enraged passenger. Witnesses reported that the attack was completely unprovoked and they described how the defenseless Customer Service agent tried to shield herself from the attacker.

Disturbed yet? It's about to get worse.

While the passenger in that particular incident was arrested and charged with battery, most perpetrators of these kinds of crimes are rarely held accountable for their actions.

In fact, in the vast majority of incidents, violent passengers are allowed to continue on their trips — yes, that includes boarding the same plane on which you and your family are traveling — as though nothing happened.

Currently, federal law that protects flight crews does not apply to Customer Service Representatives.



I know what you're thinking: that makes no sense. Instead of having clarity in our laws, local jurisdictions decide when or if to prosecute perpetrators — or whether to report an incident in the first place.

A simple change to an already existing law, spearheaded by Rep. John Garamendi (D-Calif.), would fix this problem.

Under current federal law it is illegal to interfere with a pilot's or Flight Attendant's ability to perform his or her job. This same statute also creates stricter sentencing guidelines for cases involving assaults on cockpit and cabin crew members.

The provision agreed to in the House Aviation Innovation and Reauthorization (AIRR) Act — proposed by Garamendi — aims to expand this law to include Customer Service Representatives who work at airports.

Unfortunately, when the Senate Commerce Committee reported its version of the FAA Reauthorization earlier this year, it did not include this important provision. Rather, the Senate's version of the bill requires the federal government to conduct a study on the problem.

Studies are usually the alternative to actually doing something in Congress. We do not need more federal studies while these airline employees are routinely getting beat up.

The Senate study needs to be scrapped and the House language needs to be included in any FAA bill moving forward.

While changing federal law is a good start in curbing this problem, common sense tells us that stricter penalties alone aren't enough. If and when assaults do occur, Customer Service Representatives need to know they are supported and protected. They need full backing and support from their employers, and clear procedures must be in place for notifying law enforcement and allowing victims to pursue legal action.

Aggressive federal measures combined with an airline management committed to curbing assaults on its own employees will make a difference.

Yes, flying can be stressful. Yes, delays and lost baggage can cause havoc. But there's never any excuse for verbally or physically unleashing on an airline employee who is just trying to do his or her job.

Transportation unions will keep fighting for these measures until lawmakers finally do the right thing and protect airline professionals the same way they would protect their own employees from assaults by visitors and constituents.

# Flight Safety Report

By John Hall, Flight Safety Director



## ASAP reports: What goes wrong?

**T**he ASAP Review Committee at American has started holding its monthly meetings at various stations around the system.

While we're at these stations, we invite local flight safety representatives to join our meetings. Afterward, we walk the floor and talk with both management and mechanics about the ASAP program.

This format helps explain the benefits of the program and generates a significantly higher number of maintenance ASAP reports this year.

Let's review a few random ASAP reports from 2016:

- A mechanic was reinstalling a body panel at the end of his shift. He installed the screws finger-tight and then left, forgetting to return and tighten the screws. The panel was missing at the next down-line station.
- Two mechanics closed the engine cowlings on an A320. They looked at each other and then went their separate ways to their other work assignments. Neither of them had latched the cowlings closed. The cowlings flew off the aircraft on rotation and were found on airport property.
- A mechanic taxied an aircraft to the gate after working on it in the hangar. When leaving the cockpit, he noticed the girt bar on the forward entry door slide was off. While trying to adjust the girt bar, boom, he inadvertently deployed the slide.

These reports are seemingly unrelated. They happened at different stations and different times. But while interviewing these mechanics, I recognized a common theme to these errors. Each was done by a "good" mechanic. Each was done by an "experienced" mechanic.

All of these mechanics were reported to be "hard workers" by management and their fellow workers. They all said the same thing: "I screwed up," "I don't

know how it happened" and "I guess I wasn't thinking."

These reports were classified as failures to follow proper procedures. The number one factor, industry-wide, for the last five years is failing to follow the proper procedures.

I have to ask myself why failing to follow proper procedure is still the leading cause of ASAP reports. As technicians, we all know that the last step in every maintenance manual, job card, engineering order, etc., is to return the aircraft to its normal configura-

tion. If an aircraft is damaged, obviously we didn't follow proper procedure. This is why I don't believe failing to follow proper procedure is the real cause, it is the outcome. It has just become a convenient means to classify a report.

I was told years ago by a friend that you must "ask WHY five times to get to the root cause of ANY issue." The previous listed reports all seem to be different until you apply the "Ask 5" model.

These mechanics were all either working third shift with their circadian rhythms out of sync or working multiple shifts with their sleep cycles disrupted. Yet none of these mechanics reported fatigue as a possible cause in their reports.

Dr. Bill Rankin gave the best example of fatigue and repetitive work. He asked: "How many times has it happened that while driving to or from work, something that we've all done hundreds if not thousands of times, we'll suddenly become aware that we have no idea or memory of the last 10-20 miles we just drove?"

We are tired. Our bodies are awake and our eyes are open, but our minds were taking a little nap. We are driving or working on autopilot.

So you have to ask yourself every day: Am I fit for duty? Recognize the signs and take the steps to alleviate fatigue: adequate sleep, hydration, exercise and a proper diet (says the old fat guy working day shift).

Have a safe and happy holiday season!

**You have to ask yourself every day: Am I fit for duty?**

## Members in Action

By Rachel Ackerman, DL 142 Communicator

### Breast cancer awareness

**I**n 2016, an estimated 246,660 new cases of invasive breast cancer are expected to be diagnosed in women in the U.S., along with 61,000 new cases of non-invasive (*in situ*) breast cancer.

In addition, about 2,600 new cases of invasive breast cancer are expected to be diagnosed in men in 2016. A man's lifetime risk of breast cancer is about 1 in 1,000

Who gets breast cancer?

- Excluding cancers of the skin, breast cancer is the most common cancer among US women, accounting for 29 percent of newly diagnosed cancers.

- Men are generally at low risk for developing breast cancer; however, they should report any changes in their breasts to a physician.

The American Cancer Society can be reached 24 hours a day, seven days a week, by calling (800) 227-2345. Callers are connected with a cancer information specialist who can help them locate a hospital, understand breast cancer and treatment options, learn what to expect and how to plan, address insurance concerns, find financial resources, find a local support group, and more.

The society helps people who speak languages other than English or Spanish find the assistance they need, offering services in more than 200 languages.



In addition, people can visit [cancer.org/breast-cancer](http://cancer.org/breast-cancer) to find information on every aspect of the breast cancer experience, from prevention to survivorship.

This disease hits close to home for so many of our members, whether they are survivors, have lost friends or family, or have watched their loved ones have to fight for their lives.

As with many causes that are close to our members' hearts, we are doing what we can to raise

awareness and contribute to finding a cure.

Our ExpressJet Flight Attendants are having bake sales at their bases, with proceeds going to the National Breast Cancer Foundation.

If you are aware of other breast cancer fundraising activities happening at your station, please email us with information and/or pictures to [Rackerman@IAMdl142.org](mailto:Rackerman@IAMdl142.org).

We look forward to doing more for breast cancer awareness and fighting to find a cure.



### Local Lodge 949 fills shoeboxes with gifts for kids

**L**ocal Lodge 949 in St. Louis has again participated in a successful charity outreach event. The local lodge has members from District Lodges 142 and 141 at the STL, BNA and MEM airports. Members at each station collected items for Operation Christmas Child, which distributes shoeboxes filled with Christmas gifts for children who would otherwise not be getting anything.

The members held bake sales to raise funds to purchase gift items and also solicited for items from the local agents. Working together, they completed more than 75 shoeboxes. Local Lodge 949 President Joy Asbill thanked the members at each location for their “heartfelt warmth and generosity.”



**The staff and officers of District Lodge 142 wish you and yours the best of holiday seasons and strength and solidarity in the New Year!**

**M**erry Christmas, My Friend” is a well-known poem written by James M. Schmidt, a Marine lance corporal stationed in Washington, D.C., in 1986. We print this poem at this time as a reminder of all of the sacrifices our troops make abroad so that we can celebrate the holidays. We hope all of our troops are able to return home safely to their families and loved ones so they too can enjoy the holidays. — *Dave Supplee, President*

*Twas the night before Christmas, he lived all alone, In a one-bedroom house made of plaster & stone. I had come down the chimney, with presents to give and to see just who in this home did live.*

∞

*As I looked all about, a strange sight I did see, no tinsel, no presents, not even a tree. No stocking by the fire, just boots filled with sand. On the wall hung pictures of a far distant land.*

∞

*With medals and badges, awards of all kind, a sobering thought soon came to my mind. For this house was different, unlike any I'd seen. This was the home of a U.S. Marine. I'd heard stories about them, I had to see more,*

*so I walked down the hall and pushed open the door. And there he lay sleeping, silent, alone, curled up on the floor in his one-bedroom home.*

∞

*He seemed so gentle, his face so serene. Not how I pictured a U.S. Marine. Was this the hero, of whom I'd just read? Curled up in his poncho, a floor for his bed?*

∞

*His head was clean-shaven, his weathered face tan. I soon understood, this was more than a man. For I realized the families that I saw that night, owed their lives to these men, who were willing to fight.*

∞

*Soon around the Nation, the children would play,*

*and grown-ups would celebrate on a bright Christmas day. They all enjoyed freedom, each month and all year, because of Marines like this one lying here.*

∞

*I couldn't help wonder how many lay alone, on a cold Christmas Eve, in a land far from home. Just the very thought brought a tear to my eye. I dropped to my knees and I started to cry.*

∞

*He must have awoken, for I heard a rough voice, "Santa, don't cry, this life is my choice. I fight for freedom, I don't ask for more. My life is my God, my country, my Corps."*

∞

*With that he rolled over, drifted off into sleep. I couldn't control it, I continued to weep. I watched him for hours, so silent and still. I noticed he shivered from the cold night's chill.*

∞

*So I took off my jacket, the one made of red, and covered this Marine from his toes to his head. Then I put on his T-shirt of scarlet and gold, with an eagle, globe and anchor emblazoned so bold.*

∞

*And although it barely fit me, I began to swell with pride, and for one shining moment, I was Marine Corps deep inside. I didn't want to leave him so quiet in the night, this guardian of honor so willing to fight.*

∞

*But half asleep he rolled over, and in a voice clean and pure, said "Carry on, Santa, it's Christmas Day, all secure." One look at my watch and I knew he was right. Merry Christmas my friend, Semper Fi and goodnight.*