

142 OBSERVER

Spring 2018

Official Publication of IAMAW District Lodge 142



Apply now for the DL 142
Annual Scholarship Competition!

See page 8

2018 Photo Contest



The IAM recently announced that the 2018 IAM Photography Contest is open to all IAM members in good standing.

The theme of the contest is "IAM Members at Work." Photos should be unposed and depict IAM members doing their jobs. Members at work should be wearing all appropriate safety gear and following proper safety procedures. Entries will be evaluated based on appeal, content and photographic skill. Winning entries will win a cash prize and appear in the 2019 IAM Calendar. Two dollars from each calendar sale is donated to Guide Dogs of America.

For rules and an application, visit goiam.org/departments/headquarters/communications/photocontest, call (301) 967-4520 or email tcritchfield@iamaw.org.

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



Secretary-Treasurer's Report

By Ian Scott-Anderman

Stand up for yourselves and your co-workers! Let Rosie the Riveter be your inspiration



You've seen her on buttons promoting union solidarity, flexing her right bicep, which is revealed from under the rolled-up sleeve of a blue work shirt.

On her head is a red bandana with white polka dots, and above her is a blue word balloon: We Can Do It!

We call her Rosie the Riveter, and she is an icon of female empowerment.

She also was a machinist.

Early this year, news media noted the passing of Naomi Parker Fraley at the age of 96, less than two years after James Kimble, a professor at Seton Hall University, revealed to the world that the well-known face of Rosie was hers.

J. Howard Miller, the artist who painted Rosie for a World War II era poster, drew his inspiration from a 1942 photograph of Fraley that appeared on the United Press International wire service.

He was commissioned by the Westinghouse Company's Production Coordinating Committee to design a series of posters to improve worker morale during World War II. He painted

several posters that hung at Westinghouse plants. The "We Can Do it!" Rosie was one poster in that series.

The painting sat in storage for nearly 40 years before resurfacing in the early 1980s, when it was reproduced in a *Washington Post Magazine* article about posters in the collection of the National Archives.

The poster became a sensation and was soon reproduced on T-shirts, magazines, a first-class mail stamp and, of course, union buttons.

It's timely to have a discussion about Rosie the Riveter in this current era of #MeToo and a renewed sense of urgency for women's rights and security.

When young Naomi Parker signed up to work at a naval air station in Alameda, Calif., women were rarely seen on the floor of a heavy-industry setting. They were, however, a long-established presence in light industry, including garment sweat shops.

In the wake of America's entry into World War II following the attack on Pearl Harbor in December 1941, the country's industrialists had no choice but to hire women to replace the men who were being sent to fight overseas. The extra demands of war production made it critically important for women to train and work as machinists, bomb assemblers and operators of heavy-duty rivet drivers.

For this reason, the U.S. War Department sought to create a new image of femininity: strong, bold and fearless.

To that end, the great illustrator Norman Rockwell created his own Rosie the Riveter, inspired by Michelangelo's portrayal of the prophet Isaiah on the ceiling of the Sistine

Please see page 4



Official publication of the
International Association
of Machinists and
Aerospace Workers,
District Lodge 142
AFL-CIO

Editor-in-Chief
Dave Supplee

Headquarters
400 N. E. 32nd St.
Kansas City, MO 64116

(816) 452-6646
Fax: (816) 455-4793
www.iamdl142.org



100% Union



EAP Report

By Paul Shultz, EAP Chair

Mental spring cleaning

I'm eagerly awaiting springtime. The baby birds will be chirping and the once-barren trees will become green and full of leaves.

Many of us will soon engage in the practice of spring cleaning, where we thoroughly clean our homes. This practice is especially prevalent in climates with a cold winter. The term is also metaphorically used for any kind of heavy-duty cleaning or organizing.

When I think of springtime, I think of renewal. "All Things Bright and Beautiful," right?

So, it's completely appropriate to do a mental spring cleaning.

Here's how I do it:

Step 1: Toss out the negatives. Most of us have at least some negative thoughts and biases, including rigid expectations of how we or other people should act, dress, speak or think. Some people even carry on a silent critical conversation with themselves throughout the day. Avoid such unproductive

self-talk and try to not pass judgments on others, as there may be more to their stories than you know.

Step 2: Make a list of the positives. This is the fun part. You can start by wearing a smile. Not only will you feel better, but you will brighten the day of everyone you meet. "Take time to smell



the flowers." The world around us is full of beauty. Look for it and enjoy it: bright green grass and blue skies, a puppy playing, children laughing and playing, birds singing. Play your favorite songs and sing along!

Step 3: Practice random acts of kind-

ness. Hold a door for someone, let that car merge in front of you, give someone a compliment, volunteer at a charity or community service organization.

Step 4: Do something nice for yourself. Take a class or learn a new skill. Find something that you are passionate about and pursue it.

Step 5: Be a good listener.

Step 6: Be supportive of family and friends.

Step 7: Be kind to yourself. We are much harder on ourselves than we should be. Spend time with people you love and care for.

Try to keep a positive attitude. Be one of those people who bring smiles to those around them. Most people are "wired" to be happy.

With a nod to Luke Bryan: "I believe this world ain't half as bad as it looks."

For more information on mental spring cleaning or any EAP issues, please contact me at (704) 907-3563 (cell) or pm.shultz@att.net.



President's Report

By Dave Supplee

Get informed, active and engaged with your union

Knowledgeable members of IAM District Lodge 142 understand and appreciate how their union works for them, every day of every week of every month.

As president and directing general chair of this district, I focus on ensuring maximum levels of service, from contract negotiations to organizing new workplaces, from presenting committee conferences to representing our members in grievances, and much more.

This is absorbing and challenging work, but we are up to the task.

Even when you don't see us, we are busy working behind the scenes, putting together the finishing details on a contract or reaching out working directly with management to resolve problems at the stations we serve.

For example, we have been working with Southwest on bringing CSA staff — 11 full-time positions and 16 part-time positions — to San Juan as the city continues to recover from the blows of Hurricane Maria. This will be a meaningful milestone for our members as well as the people of Puerto Rico's capital city.

Here's another example: When one of our carriers

changed its policy to allow improved bereavement provisions for corporate executives, we successfully pressed the company to extend these provisions to the workers as well.

We always strive for excellence, but we need your help to do even better. Each and every one of our members should heed the call to get educated on the issues, get activated and become engaged.

Here are some things you can do to help our union improve your working conditions, safety and overall quality of life:

- When we call on you to submit proposals for improving your contract, please respond. Surely, you can think of ways to make your work experience better, safer and more rewarding. Let us know about them!
- Keep up to date on issues affecting your workplace and the rights of union members. Read the *Observer*, visit www.iamdl142.org and follow the links provided in your emails from the IAM.
- Volunteer for union actions, including organizing campaigns, informational picketing, leafletting, attending rallies and anything else that arises. This is critical for building strength and winning better con-

tracts for you. Contact your GC for ideas on how to get involved.

• Get active in the committees at your Local Lodge. You may end up being sent to one of our terrific conferences at the William W. Winpisinger Education and Training Center in Maryland.

• Consider becoming a union steward. We will begin steward training events in May. This is an outstanding opportunity to make a difference for all of the members at your workplace.

This is YOUR union. Ultimately, our success depends on YOUR willingness to get informed, involved and engaged.

Union Officers

By John Coveny, General Chair

We pick up the torch and go to work instead of play, working eight, ten, sometimes sixteen hours a day.

For our members we protect, we improve, we negotiate, because they work day after day to service, repair, build & replicate.

Always striving to enhance the lives of another, producing a product better than all the others.

Our benefits, conditions, pensions and pay are better than most at the end of the day.

But they are fought for and won through solidarity, standing side by side working, not looking for charity.

We do this not for the glory or fame, we don't even do it in the Union's name.

We spend more time toiling than with our children's mothers.

We do this, my friends, for we are Union Brothers.



Super treat

The Machinists Union's own Lobster 207, the only union-based cooperative in the lobster industry, made good on a Super Bowl bet with Philadelphia's Pat's King of Steaks.

After the Eagles defeated the New England Patriots on Sun. Feb. 3, Lobster 207 made the eight-hour drive from Maine to Philadelphia to deliver 20 pounds of live lobster to the legendary South Philly eatery.

The good folks at Pat's were kind enough to send Lobster 207 home with cheese steaks.

"We'll be thinking about Tom Brady every time we're taking a bite of that lobster," said Frank Olivieri, who runs Pat's King of Steaks.

Order your own fresh Maine Machinists Union lobster at Lobster207.com.



Flight Attendants: What happens after an incident

All jobs come with hazards, but Flight Attendants are sometimes required to meet challenges that are unique to their occupation.

For one thing, most on-the-job incidents affecting Flight Attendants occur above 14,000 feet. For another, each passenger comes aboard with a particular set of needs and sensitivities.

Several other contributing factors can make an in-flight emergency more difficult to manage. These factors may include flying several days in a row, short overnights with inadequate rest, and long duty days lasting up to 15 hours.

After the initial event occurs, taking proper care of one's self is important. Calling home and touching base with loved ones and family should be at the top of the list.

It's important for each Flight Attendant to assess the event and how he or she feels afterward. When anything happens that is not part of an everyday routine, it is worth taking a moment to decompress and restore balance.

At this point, the Flight Attendant involved in an incident or accident should reach out to his

or her Flight Safety representative for assistance.

Even though an alert has been sent from the company to the IAM, the names of the employees involved have been scrubbed. Flight Safety doesn't have access

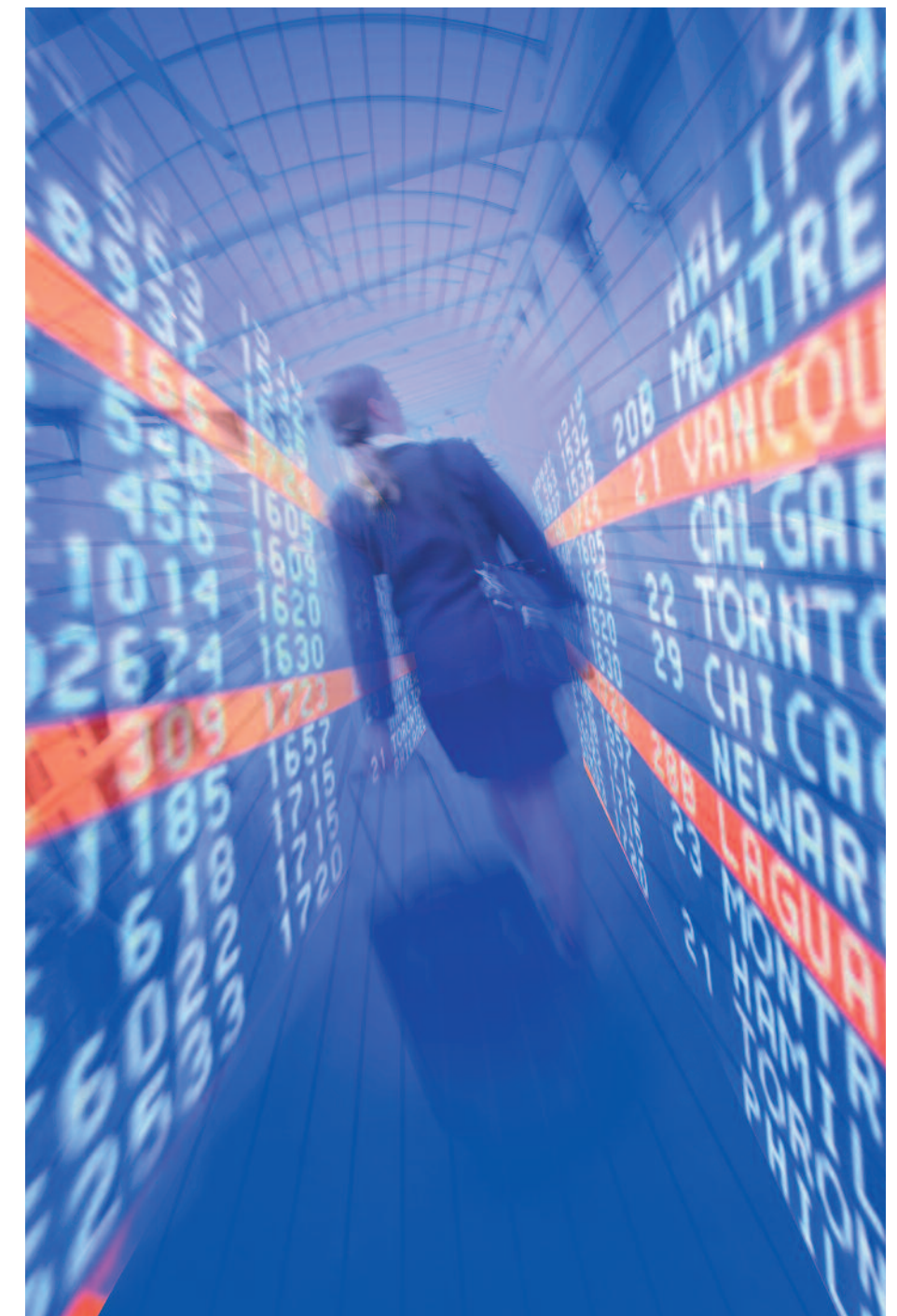
**After the initial
event occurs,
taking proper
care of one's self
is important.**

to the flight information because of the company's fear of a media event and uncontrolled social media postings.

The company also will contact the Flight Attendants directly. Once they say they are OK, they will be expected to continue their schedules.

This is why a call to Flight Safety should be made.

After the initial adrenaline rush



is over, it's normal to feel fatigue. Second-guessing is normal. Relief the event wasn't worse is often followed by imaginings of what could have happened.

At this time, Flight Attendants should ask themselves how they would handle such an event if happened on the very next flight. Could they handle the incident? If the answer is no, then they should tell the company they want to be

removed from the trip. If they don't want to talk to the company representative, then their Flight Safety Rep can handle this for them.

Taking proper after-care following an incident or accident is the responsible thing to do.

How everyone reacts to a situation is different. Reach out to your Flight Safety Reps to help you. Fly safe!

Secretary-Treasurer's Report

By Ian Scott-Anderman

Stand up for yourselves and your co-workers! Let Rosie the Riveter be your inspiration

Continued from page 2

Chapel. J. Howard Miller's version of Rosie, inspired by Naomi Parker's photograph, was another.

We haven't heard many stories of sexual harassment, pay discrimination and sexual violence arising from this period in history, but we can be certain such practices were endured by the thousands of would-be Rosies who took advantage of the new job opportunities that were given them. They were pressured to stay silent and accept the way things worked.

After the war, the Hollywood movie studios engaged in a new image campaign to encourage

women to revert to their traditional roles as home makers, secretaries and piece workers. In spite of this, many women had a glimpse of a new world of personal empowerment, and they would never go back willingly.

As a result, we saw new pressures that eventually exploded in the new feminist movement that emerged in the 1960s and 1970s and continues to this day.

In our time, the #MeToo movement is inspiring a new generation of women workers to stand up for their rights and finally put an end to discrimination, harassment and sexual assault in the workplace. Things we used to put up with are no

longer tolerated.

The IAM represents a growing number of women workers who are determined to stand up for themselves and their male co-workers.

The contracts we negotiate include strong language that guarantees equal pay for equal work, equal opportunities and a workplace free of harassment and abuse.

No matter your gender or sexual identity, your union stands with you. If you have any problem at all in the workplace, contact your union representative.

Let Rosie the Riveter be your inspiration!

Retired GLR Vic Mazzocco honored for lifetime of service

Sixteen years into his official retirement, former IAM Grand Lodge Representative Vic Mazzocco returned to the union's spotlight on March 6, as IAM District 142 President Dave Supplee saluted him for a lifetime of service.

At a ceremony in Pittsburgh, Mazzocco received a certificate, pin and golden IAM card commemorating his 50 years of membership in Districts 141 and 142. He also received his 40-year and 45-year pins.

Afterward, Mazzocco said he felt honored to represent Machinists and negotiate contracts with Allegheny, US Airways, United and other carriers over the years.

His career began in 1966 when Mazzocco, a native of McDonald, Penn., was hired as a Mechanic at Allegheny Airlines at PIT.

Workers at Allegheny were represented by District Lodge 141 and he quickly became active at Local Lodge 1976 in Pittsburgh. Soon he became a shop steward in the Overhaul (heavy maintenance) Department at PIT.

More advancements followed as he was elected to the Local Lodge 1976 Negotiating Committee, became a member of the Local Lodge Committee, and then ran successfully for the position of DL 141 Assistant General Chair.

"I enjoyed very much in particular my time as an AGC," Mazzocco recalled. "I was fortunate to have the support of some of the best members in the union at US Airways."

He represented IAM members through a series of mergers that joined Allegheny with Lake Central, then Mohawk, PSA and Piedmont, resulting in the formation of US Airways.

His skills as a union advocate and negotiator attracted the attention of the IAM International Union,



Retired Grand Lodge Representative Vic Mazzocco, left, receives his 50-year membership certificate and pin from District Lodge 142 President Dave Supplee. Mazzocco also received a golden Lifetime Membership card to carry in his wallet.

which hired him as a Grand Lodge Representative in 1994.

Highlights of this period included organizing United's Passenger Reservation Agents, working with Bill Sheri, who was then the IAM's General Vice President for the Transportation Department; helping defeat a raid by AMFA; and working with the likes of Chic Kavros in negotiating contracts with United.

Mazzocco retired in 2002 after serving eight years as a GLR. Eventually, members at US Airways Mechanics & Related were reassigned to District Lodge 142.

"So I became a retiree member of District Lodge 142 as well," he said.

Because he helped negotiate the contracts, Mazzocco was occasionally called in by the union to assist in arbitrations.

"That doesn't happen any more," he said. "Things have changed so much with the newer contracts, and the IAM and District 142 have some really capable people in charge."

Now 76 years old, Vic Mazzocco is enjoying his new career, which involves spending time with his wife, children, grandchildren and a 9-year-old great-grandson. He still lives in the Pittsburgh area.

United fails in bid to replace performance bonuses with lottery

Members of the IAM and other unions succeeded in pressuring United Airlines not to replace its employee performance bonus program with a lottery for cash, cars and vacation packages.

Announcing the change in a March 2 memo, United President Scott Kirby said the bonuses would be replaced by opportunities to enter into the lottery, which he called "core4 Score Rewards."

The lottery would take place when one or more of United's quarterly performance goals were reached. Only employees with perfect attendance for the quarter would be allowed to participate.

Three days after the memo was circulated, United scrapped the lottery system after hearing strong objections from the unions.

"United was telling our members they would be 'excited' about this gimmick, which would end up benefiting a handful of people among the thousands who are asked to work hard to achieve management's goals," said Dave Supplee, president and directing general chair of IAM District Lodge 142.

"Obviously, the members weren't excited in the way United expected."

Supplee noted the irony of United using last year's improvements in on-time flight departures to justify eliminating a program that helped make those improvements happen.

"Scott Kirby says he wants to create a more 'caring' ethic at the airline, but this was a strange way of going about it," he said.

"The right way is to reward everyone who participates in improving performance standards at United, not just a random few."



Community service in action at Local Lodge 949

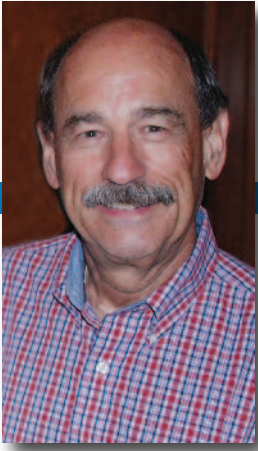
Missouri's Local Lodge 949 reinforced its strong reputation for community service last December when its members participated in Operation Christmas Child.

The annual project of the nonprofit Samaritans Purse organization puts together thousands of shoeboxes filled with gifts for children all around the world who otherwise would not receive anything at Christmas.

With support from District Lodges 142 and 141, Southwest Airlines and United Airlines, Local Lodge 949 members from St. Louis Lambert International Airport and Nashville International Airport assembled 120 boxes.

Local Lodge President Kelli Apollo gave special acknowledgement to member John Sauls of Southwest Airlines, who brought previous experience and personal passion to the project.

"Thank you, brothers and sisters, for caring about others," retired member Joy Asbill said to all who participated.



Ground Safety Report

By Ron Miller

2018 Ground Safety Training Conference set for Aug. 28-30

A highlight of every year is the Ground Safety Training Conference, hosted by the Joint Air Transport Safety Committee.

This year's conference, set for Aug. 28-30 at the IAM's William W. Winpisinger Education and Training Center, often referred to as "W3" or "The Harbor," will be one of the best yet.

This is when safety and health representatives from all three airline districts of the IAM — 140, 141 and 142 — join guests from the TWU and our respective airline managements to focus on our theme for 2018: "Safety: Learn It, Live It, Share It."

Last year's conference brought together 116 participants for three days of training in safety and health training at the center, located at Placid Harbor in Hollywood, Md.

It started with two presentations:

First, Alan Moore, a former IAM member from TWA at STL who won American Airlines' annual safety poster contest, received his original drawing from Tom Merrick and Tony Cava of the TWU. The artwork was mounted in a handmade frame created by another former IAM member from TWA. The presentation recognized the heritage of American Airlines and recognized the Harbor's involvement in our annual Safety Conference.

Then, Bill Cade, vice president of AA Base Maintenance, and Paul Wroble, vice president of AA Line Maintenance, presented a model of the Boeing 787 for display at the W3 Center. The model included this inscription: "In recognition of the cooperation and dedication of the IAM in jointly promoting safety and health throughout American Airlines."

Focused on "Working Together for Success," this was a great conference for learning, networking and growing safety friendships. Many ideas were shared, many problems were solved, and many new programs were launched.

Subjects included:

- What to do in an "active shooter" situation
- Fatigue in the workplace
- Consequences of distracted driving and failure to use a seat belt



Members of the winning team in the 2017 Ground Safety Conference's paper airplane contest show off their work.

- Diversity
- OSHA
- Conflict management and resolution
- Exemplary labor/management Joint Safety Committees at American Airlines and United Airlines
- Interest-based Safety Team problem solving

After we studied how to work together as a Joint Safety Committee, 15 diverse teams were formed with the task of building a paper airplane that could fly the farthest. This team-building project was a fun exercise that helped to put into action approaches for problem-solving that we learned throughout the conference.

Everyone had a good time and we even caught the attention of the staff at the Harbor as they came to watch and take pictures.

The winning team consisted of a Customer Service Agent from Alaska, an Aircraft Mechanic (a TWU member) from AA, Fleet Service Agents from Air Canada and AA, and a GSE Mechanic from AA.

The next time you visit the Harbor, check out the

display case where the winning paper airplane is preserved as an example of how well our members can come together, have fun and work well as a team.

Don't miss out on the 2018 Ground Safety Training Conference!

Our goal is to have at least one Ground Safety Representative from each Local Lodge.

Please be sure to register early because at one point we had 22 members on the "stand by" list.

All registrations must be received by the District office no later than Aug. 1.

Editor's Note: Although Ron Miller retired from the IAM, he's staying on with DL 142's Ground Safety department with Brian Szolodko as his assistant. You can read Szolodko's first column on page 7.



A contestant goes for the distance at the W3.



Participants in the 2017 Ground Safety Conference's paper airplane contest watch the competition unfold.

Flight Safety Report

By John Hall, Flight Safety Director



American Airlines launches new ASAP

In the Summer 2016 issue, I wrote about the previous Aviation Safety Action Program (ASAP) at US Airways. It never functioned as it was designed. Confidential information from the reports was being shared with local management and in turn was used for discipline.

The American Airlines Safety Department recognized it had inherited a defunct ASAP program.

Following discussions with senior management late last year, District Lodge 142 President and Directing General Chair Dave Supplee signed a new letter of agreement with American about its policy relating to ASAP.

This new agreement features several important changes. First, it is decision-based as opposed to outcome-based. Second, all discipline is taken off the table for any ASAP report accepted by the Event Review Committee (ERC).

The “legacy” US Airways had an outcome-based system in which discipline was administered regardless of fault when an incident caused damage to equipment or aircraft. This was not how ASAP was designed to work and it is a reason for its failure.

The new system is based on an individual’s decision process, regardless of the outcome.

If you are accomplishing a task with insufficient or

incorrect paperwork, report it. If you are accomplishing a task without the correct tools or equipment, report it.

Even if there is not a bad outcome, report it. The potential for a bad outcome is still there for the next Mechanic at your station or another station.

We have begun going around the system to present ASAP road shows for all shifts and work areas. Even-

tually, we will go to all LUS stations. At these events, we explain in detail how the program works, what it can and cannot do, and how to access the reporting form.

Is this new program perfect? Not yet, but it is 100 percent better than what we had before.

If you’re having a problem, file an ASAP report. We can’t fix it if we don’t know about it!



Ground Safety Reports from the field

By Brian Szolodko

DL142 Assistant Ground Safety Director

Brothers and sisters, here are some updates on what I’m working on in the field of Ground Safety:

First, I want to thank those who volunteer to help keep every one of us safe. I don’t want to imagine what our work lives and home lives would look like without you. Thank you for what you do every day.

With that said, I’ve begun the process of updating our contact information, starting with District 142 Local Lodge Ground Safety Committee members at American Airlines. For our brothers and sisters on other District 142 Local Lodge Ground Safety Committees and those who are interested in joining one, please contact your Local Lodge leadership and have them forward your information to the District Lodge 142 office.

Another issue that concerns us is specific aircraft-type training for members riding in the right seat during taxi operations.

Best practices would have both people on the flight deck receive training geared for each aircraft type, much as the pilots get. If one person should become incapacitated during an aircraft taxi or become otherwise engaged with flight deck functions, it would stand to reason that the other person on the deck could take over and handle the situation in a safe and proper manner. This would assist in helping our members rise to the FAA’s Challenge and Response expectations. It also would make aircraft movements around the airport on ramp areas and taxiways safer for passengers.

Brian Simonson, Hawaii, reports: “At Hawaiian, we are reintroducing our GSIP program to our members, including new hires throughout our system. We will field questions and assist with a walk-through on how to submit a report. A reminder for all: Keep those GSIPs coming! When you see something unsafe, don’t hesitate to fill out a report!”



Safety SOARS with Alaska’s award program

By Jason McAdoo

Alaska Airlines

Awards program for being safe? Yes, Alaska Airlines has one and constantly encourages its employees to nominate their coworkers for a “SOAR” award.

The Safe Operations Award & Recognition program (SOAR) “recognizes employees who have positively contributed to our overall safety culture through innovation, exceptional performance of duties, going beyond normal job expectations, or excellence in safety reporting.”

Aside from recognition there can be a cash award as well. Quite literally, safety can pay!

Nominations are reviewed during the Divisional Analysis Group (DAG) meeting each month. Its members make recommendations that are passed on to the Safety Review Board (SRB), which makes the final decision whether to give an employee a SOAR Award.

Jackie Frenzel (ANC CSA), Mike Craig (ANC Ramp) and I regularly attend one or both meetings each month and participate in the discussions regarding each nomination. Even if an award is not given, the employee still receives recognition for his or her nomination.



Louis L. Gray – Robert M. Moore – Frank Score 2018 Memorial Scholarship Awards

District Lodge 142 International Association of Machinists and Aerospace Workers

Rules and Regulations

AWARDS – The 2018 awards will consist of one (1) First Prize of \$2,500 and several \$1,000 scholarship awards. Awards may be used for tuition only and will be paid directly to the college or accredited institute of higher knowledge at which the awardee is accepted.

ELIGIBILITY – The Essay Competition is open to members in good standing of District 142 as of Feb. 1, 2018, who are not former recipients of a District 142 Scholarship Award and to 2018 graduating high school seniors who are legal children of members in good standing of District 142 as of Feb. 1, 2018.

TIMETABLE – The Essay Competition opened Feb. 1, 2018 and will end at midnight, March 31, 2018. Winners will be announced May 1, 2018.

ESSAY RULES – The subject of the Essay will be: **“Describe the growing problem of homelessness in America and the role Labor Unions have to help find a solution.”** The Essay must be less than 1,000 words and must be type-written on 8 1/2 x 11 paper. The title must be placed at the top of the paper. Entrant’s name or any other identifying marks will not appear on the Essay paper. A bibliography of sources for the Essay material must be attached to the Essay. All work must be the sole work of the entrant.

HANDLING – All Essays received become the property of District 142 and

may be printed in the future using the contestant’s name. Upon receipt, Essays and application forms will be separated and numbered only for judging purposes. The Scholarship Committee will match winning Essays to the appropriate application. The winners will be screened by the Scholarship Committee.

JUDGING – The judges will be selected annually by the Scholarship Committee. They will not be members of District 142. The decisions of the judges will be final. Essays will be judged on grammar, syntax, style, organization and content.

DISQUALIFICATION – Entrants must comply with all rules regarding the scholarship competition or be subject to disqualification. Disqualification will be decided only by the majority vote of the Scholarship Committee and will be final and binding. Any information supplied by entrants found to be untrue will result in disqualification.

APPLICATION – Fully completed application forms must accompany all Essays. All applications must be sent by U.S. Mail to District Lodge 142 IAMAW, 400 N.E. 32nd St., Kansas City, MO 64116, and **postmarked no later than midnight, March 31, 2018. The word “SCHOLARSHIP” must be written in the lower left-hand corner of the envelope used to send in all entries.**

Tear off and mail this portion with your essay

2018 APPLICATION FORM

DISTRICT 142 MEMORIAL SCHOLARSHIP AWARDS — COMMEMORATING LOUIS L. GRAY — ROBERT M. MOORE — FRANK SCORE

Entrant’s Name (Mr. or Ms.) _____ Entrant’s SS# _____

Entrant’s Address _____ Entrant’s Email _____

Entrant’s Phone No. _____ College or School to be attended _____

Entrant’s Signature _____

IF A CHILD OF A MEMBER OF DISTRICT 142 LIST:

High School Graduating From _____ Graduation Date _____

High School Address _____

MEMBER INFORMATION:

Name _____ Card or Book No. _____

Address _____

Phone No. _____ Employer _____

TO BE COMPLETED BY FINANCIAL SECRETARY OF LOCAL LODGE:

Verification Statement: _____ is a member in good standing of Local Lodge _____ and of District 142 as of Feb. 1, 2018.

Signed by:

(SEAL)

Local Lodge Financial Secretary