



AIRCRAFTER

APRIL 2009
VOL. 9 ISSUE 1



Bombardier • Northstar Aerospace • MacDonald Dettwiler • Hewitt • L-3 SPAR • Toromont • Vitafoam • Woodbridge Foam



BARGAINING UNDERWAY



BOMBARDIER PROPOSAL MEETING

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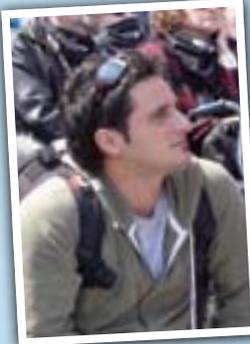
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The opinions expressed in this newsletter are those of the authors, and do not necessarily reflect those of the Editorial Committee, the local union or the CAW National Office.

ENOUGH WITH THE AUTOWORKER BASHING!!

Nick D'Alicandro



Dear members,

I would like to say a few words with respect to the union bashing that has been going on lately, particularly in the media. It saddens me to see a country so divided, where some, instead of supporting those losing jobs or fighting to keep good jobs, make destructive comments. Let's not forget that these well paid jobs did not just magically appear. In fact, they were a result of decades of hard collective bargaining through both good and bad economic times, during which CEO's and corporations were making millions of dollars (and still are). That is an astronomical imbalance when you take into considera-

tion that workers wages in the auto sector only account for 7% of the company's total expenses. Now in a recession, workers are being asked to take pay cuts and other concessions.

Are the CEO's taking pay cuts, concessions?!? *"In 1980 the average chief executive earned 40 times as much as the average worker. By 2007, the figure had grown to 433 times. At that level, top executives of S&P 500 companies raked in an average \$12.8 million in salaries, bonuses and other pay. Add it up and this relative handful of men (they're almost all men), without putting a dime of their own money at risk, are walking off with the equivalent of 10% of the entire net profits of U.S. corporations"* (Forbes magazine, Neil Weinberg, 02.19.09). Compared to \$60 to \$80 thousand a year for a so called "greedy overpaid autoworker". Never do we hear that CEO's are overpaid.

Maybe it's about time to stop this war on well paid union jobs. It's not the workers that are to blame, it's the Million dollar man with greed sweat stains on his shirt and his vast dreams of infinite wealth who caused this economic crisis. Think about it: if you are going to make accusations, blame the ones who really are to blame! Workers are all suffering as a result of this and should stand up for each other. Good paying jobs are really what are going to stimulate this country's economy.

WE ARE THE SOLUTION, NOT THE PROBLEM. Ⓐ

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MADE IN CANADA MATTERS FOR SEARCH & RESCUE AIRCRAFT

Roland Kiehne, President



Brothers and Sisters, these are unprecedented economic times. Never in the history of our union have we experienced the kind of painful job loss that our members and their families have to endure today. Tens of thousands of CAW members have lost jobs.

In Local 112, Bombardier recently announced that over 400 jobs will be slashed. At Woodbridge Foam we are fighting to keep the plant open. This plant once had over 300 workers; today we have less than 40. Hewitt Material Handling and Toromont CAT have made application to the government to participate in the Work Share program in an effort to avoid layoffs.

Let's be clear, workers did not create this global financial meltdown but are painfully having to pay the price.

Now more than ever we need solidarity among the ranks as we struggle together through this extremely difficult period.

Bombardier Slashes Jobs and the Bosses Get Bonuses

Over 400 workers in Toronto had to go

home and agonizingly tell their loved ones that their job is gone through no fault of their own while six Bombardier senior executives pocket \$23.1 million in US dollars. How do they sleep at night?!

Brothers and Sisters, your bargaining committee will explore every option available in an effort to not only mitigate the number of job losses but also to minimize the pain on our members and their families caused by these layoffs.

One way Bombardier could offset the number of job cuts is by returning to Toronto from Mexico the electrical harness work!

We have had discussions with Bombardier and the Provincial government about the establishment of an Action/Adjustment centre that helps workers faced with layoffs. At time of writing, we are waiting for a response from the Company as it relates to Bombardier's financial commitment to the program.

Again, we will use every tool in our toolbox to convince Bombardier to soften the blow for those whose jobs have been cut.

Made in Canada Matters for DND Search & Rescue Aircraft

As Bombardier workers in Toronto lose their jobs, it makes absolutely no sense that today the Federal government is looking to purchase 17 fixed-wing search and rescue aircraft valued at \$3 Billion (including in-service support) from a foreign manufacturer.

Minister of National Defence Peter MacKay is touting the unproven Alenia Spartan C-27 J when our own Dash 8 can meet the need for Canada's search and rescue missions.

CAW National Aerospace Director Dawn Cartwright and I have spent a couple days in Ottawa lobbying key politicians with respect to this critical opportunity. The government is feeling the pressure!

A number of letters in this edition of the *Aircrafter* are dedicated to this topic.

I want to urge all members of Local 112 to email, write, fax or call the Minister

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The Amazing DASH 8 Turboprop

I began working at DH in April of 1978. At the time de Havilland was a Crown Corporation. I recall, as some of you will, the company fighting with the government to secure the funding needed for the Research and Development (R&D) of the Dash 8. It's interesting how almost 30 years later not much has changed.

This funding was critical to the launch of the Dash 8.

Today over 600 Dash 8 turboprops are carrying passengers in almost every corner of the world.

de Havilland workers should be proud of what they have accomplished. The Dash 8 legacy can be mostly attributed to the best aerospace workers in the world. Well done Brothers and Sisters.

Roland Kiehne

of National Defence Peter MacKay and tell him that taxpayer's money must be spent in Canada when we have the capability to manufacture the product to meet the need. Tell him that Made in Canada Matters!

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Hewitt Material Handling Negotiations

In this round of negotiations, the employer was determined to impose on our members a flex-benefit plan that all other Hewitt employees across Canada subscribe to. If the company had been successful in its demand it would have

meant that our members, over the long term, would have had to reach deep into their pockets to pay for benefits.

I am proud to report that under the leadership of Plant Chairperson Dwight Brown, the bargaining committee successfully rejected the company's demand.

In addition to thanking the Bargaining Committee and National Representatives Mike Reuter and Cara MacDonald, I want to express to the Hewitt members the committee's gratitude for not only your strong support but also the 94% ratification acceptance!

Porter Airlines \$45M Expansion

An Open Letter to Olivia Chow, Adam Vaughan & Community AIR

Porter Airlines announcement of its \$45 million expansion at Toronto City Centre airport is terrific news. Not

only will it create hundreds of direct construction and airline jobs but it will also help to sustain jobs at Bombardier's Toronto facility which manufactures the green, fuel-efficient, environmentally friendly DASH 8 Q400. The additional 10 aircraft order comes at a time when the aerospace sector in Canada is beginning to feel the painful effects of the global recession. Recently over 400 Bombardier workers in Toronto received layoff notices. It's opportunities like this creating the new green economy that will help the country emerge from this global financial meltdown.

In closing, as we enter negotiations with both Bombardier and Toromont CAT, your solidarity and support are going to be vital to the collective bargaining process. I am confident that collectively we will make progress at the bargaining table for all members and their families. Ⓐ



BUY-CANADIAN POLICY NEEDED, UNION SAYS

February 11, 2009

Roland Kiehne, President

CAW Local 112 (Bombardier), Toronto

Recently the Harper government waxed eloquent about its purchase of new trucks for Canada's army. It said that not only would the army benefit from the \$274 million deal with Navistar, but the purchase would strengthen our economy. That would be true if the 1,300 trucks were to be built at Navistar's plant in Chatham instead of its operation in Texas. Some 500 Navistar workers in Chatham recently received layoff notices.

Now, the defense department is poised to spend \$3.1 billion of Canadian taxpayers' money on new fixed-wing search and rescue aircraft. Defense Minister Peter MacKay is pushing the foreign-built Alenia C-27 J Spartan.

Canadian firms Bombardier and Viking Air have the capabilities to build aircraft that not only meet but exceed the Canadian Forces search and rescue requirements.

At a time when hundreds of thousands of Canadian workers have lost their jobs, and with concern growing over U.S. protectionism, the public expects governments at all levels to act in the best interest of citizens.

We must demand that our municipal, provincial and federal governments adopt a "Buy Canadian" policy requiring a minimum of 60 per cent Canadian content for all public purchases. The province of Quebec and the U.S. Buy American Act require this level of public domestic procurement.

A debate on this critical issue is both timely and necessary. Ⓐ



HARNESSING NEW TECHNOLOGY & EMBRACING GREEN JOB CREATION

Sherry Hillman, Financial Secretary

Quickbooks up & running

We made the big transition to Quickbooks on Jan 1st, harnessing the power of new technology. This powerful accounting software will make our finances much more efficient and give us the ability to produce budgets, numerous specific reports, track transactions and inventory effectively, and eliminate potential human error in calculations.

It has been a steep learning curve for Shan and I, requiring several sessions with a Quickbooks Advisor and our new Accountant who is very knowledgeable in Quickbooks, to help with the set up and make the adjustments to accommodate the specifics of our Local's finances. But the worst is behind us now, our accountant is happy with how the system is set up, and we will be able to reap the benefits going forward.

Revised website launched

Continuing to apply new technology to our operations here at the union Hall, we launched our revised website early in the new year, and training for the Hall staff to keep it updated and current will be completed this weekend. Please check it out at www.caw112.on.ca and let us know what you think. It is a work in progress and all ideas are welcome. The contact information for your union reps is there, as well as news, campaigns and coming events.

Layoffs looming

The looming layoffs at Bombardier are devastating not only to those members affected but also to the union as we lose good activists and significant dues

revenue. We've been bracing since the economic crisis hit, knowing we were not immune – aerospace is always hit last in a recession. The Local is training leadership that will be assisting laid off members and mobilizing to improve the EI system, which has been systematically eroded and robbed by federal governments to pay down their deficit. The campaign to "Fix EI" has real momentum with thousands of signed petitions to present to MPs, and a series of demonstrations and lobbying organized across the country. Like the successful campaign to raise Ontario's minimum wage, everything indicates this is a battle we can win if we just keep the pressure on. Our union, and others hard hit by closures and layoffs, are exploring ideas to keep our laid off members organized to mobilize for good jobs, EI improvements and policies to rebuild the economy.

Green Jobs

The number of layoffs at Bombardier could have been worse, but it was mitigated by the strong demand for the Q400 – only aerospace product increasing production. Its popularity is due to its fuel efficiency, making it part of the new green economy - the only area with job growth. That's our hope for the future. This is a structural economic crisis not just a cyclical one. The old grey economy is dying and being replaced by the new, green economy. As a union we have to understand and embrace this in our job creation strategies. That's why I have gotten more involved: attending the Good Jobs - Green Jobs conference in Washington in February, which had to turn people

away after 2700 registered; then working with Local 112's Environment Committee to host our successful Earth Hour event and building a Green Anti-Poverty Job Creation Coalition in Jane-Finch Community; and now helping organize the CAW Environment conference in June and a Toronto Green Jobs conference in November.

Historic Stewards Assembly

As CAW rep on Toronto's Labour Council Executive Board, I have been involved in planning the historic mass stewards assembly to be held at the Sheraton Centre May 7th. Over a thousand stewards from every union in the city are expected to assemble to develop a united response and strategy to combat the economic crisis. The analysis, strategy and action plan coming out of this historic meeting will be brought back to workplaces throughout Toronto. One of the actions we will be building towards is the Jobs First Rally on June 13, which could set the stage for a non-confidence vote in parliament. These are tough times requiring determined action by labour and our allies.

"I support my union" t-shirts

The last membership meeting approved producing 4000 t-shirts to support the negotiations now underway at our two largest units Bombardier and Toromont. The t-shirts, in the royal CAW blue and stating: "I SUPPORT MY UNION", will send a message to the companies expressing our solidarity as our bargaining committees fight for our agenda at the bargaining tables. One t-shirt per member will be subsid-

...continued on page 6



Sherry Hillman, representing the CAW, at Day of Mourning ceremony April 28th

ized by the Local at a cost of only \$5 to members. We are planning to begin distribution of the t-shirts at the Strike Vote meetings. Order yours by submitting the form below.

Financial Report

Fortunately the Local's finances are in the best shape they have ever been in, since we have not been severely impacted by the layoffs yet. But with over 300 members from Woodbridge Foam gone and another 420 layoffs announced at Bombardier it won't be long before it is reflected in our finances. We have built up a healthy reserve that if used prudently will see us through the lean years to come. In order to do this we will have to reduce our spending in

proportion to the loss of dues revenue – collectively we need to factor this new reality into our planning of each and every event. As of March 31, 2009 we have \$458,550.19 secured in GICs and earning some interest for us. [Ⓐ]

Financial Report as of Mar. 31

Income	\$289,814.20
Expenses	174,887.37
Net Income	114,926.83
Assets	
Chequing/Savings	342,267.05
Term Deposit/GIC	458,550.19



Get Your T-Shirt and Support Your Union in 2009 Negotiations

Name _____

Clock Number _____

- Size: Small XL
 Medium 2XL
 Large 3XL



Order Deadline is May 22, 2009
T-Shirts \$5.00 each, 1 per member,
payable upon pick up.

Photocopy or cut out this form and fax to 416-635-5580,
 or simply drop it off at the de Havilland Union office drop box.



NEGOTIATIONS UNDERWAY..

Merv Gray, Bombardier Plant Chair



RELATIONS ARE THAWING

Scott McIlmoyle, WSIB Representative, Bombardier Unit

As you read this we will be well into the bargaining process. We started with a review of all outstanding grievances and have been successful in resolving many to our satisfaction.

On April 2nd the company dropped a bombshell with the announcement of a 10% cut in employment across its aerospace sector. This translated into 420 unionized workers at deHavilland. Within hours of the press release we had a face to face with the company. Our national president Ken Lewenza and his staff supported our position that everything must be done to reduce or eliminate the effects on our members. We continue to work to that end of and this only strengthens our resolve in these negotiations to further add to our job security language and early retirement options. Whether or not this is some kind of strategy on the company's part, it does not change our position. We will not stand and watch a single job loss without discussing all options with the company.

Our bargaining survey and the proposal meeting held in March have armed us with many ideas and an overall sense of your expectations in this round of negotiations. With your continued support we will attempt to bring you the best possible agreement during these challenging times.

We will soon be asking you to further show your support for your demands, by giving us a solid strike vote. You elected us to negotiate a contract not a strike; however our process requires we get such a mandate in order to strengthen our bargaining position. Details of this meeting will be posted on our notice boards and we encourage all of you to attend. ⓐ

In my last article in the Aircrafter I wrote about how the relationship between the Union and the Health & Safety department had broken down. Since that time several meetings have taken place with head of Human Resources and the Health & Safety department.

The Union has a commitment that the phone calls from Health & Safety personnel to our members will not be intrusive as in past instances. Both sides have committed to keep the lines of communication open. If you feel that your rights have been violated or you want to know your rights, see your union representative.

Some of the programs in the plant require less people, resulting in our members getting transferred around the plant. If you have any medical restrictions (work related or not) you must ensure that your medical is updated with the Health Centre. If you have restrictions, don't let them expire.

Over the next while, we will have some difficult obstacles to overcome. The number of jobs will reduce meaning the number of light duties will also decrease. If you are having an issue with your job being outside your restrictions "don't injure yourself" report to the Health Centre and request your union's representative.

Remember the last Tuesday of every month is your union membership meeting. ⓐ

I was fortunate to work on the first Dash 8 in the early 80's. We watched with great pride as the aircraft went through testing and eventually into production at a crucial time at de Havilland. The Dash-8 100, 200 and 300 series have been the back bone of this company.

These aircraft were sold all over the world.

I have a lot of fond memories of that time as I am sure many of you do. A lot of friendships evolved out of Bay 5.

I can say without any regrets we build the best.

It goes without saying the old sustaining will be sadly missed. In my capacity today, I will continue to remember but more importantly fight to replace the Bay 5 line.

Congratulations to everyone for a job well done.

Merv Gray





RESHAPING CANADIAN SPACE POLICY

Dennis Borden, MDA Plant Chair

On March 12th, I took part in a Roundtable discussion in Ottawa, organized by the Rideau Institute, titled "Advancing a Space Policy". I joined Peggy Nash from our National office along with 35 other invited participants from a cross section of industry, science and government, to address some of the issues and challenges the space sector is faced with, not only now, but in the near future. Having agreed to attend without knowing what the day may bring certainly had me feeling a little uneasy. I am the plant chair here at MDA but my background comes from a technical point and sitting at the table with a group of people whose profession titles where: President, director, professor and senior policy officer, the uneasy feeling ramped up a notch.

I quickly realized that I was attending this conference not because of what I knew, but rather who I knew. It's because of the profound impact our organization has on decision makers in this country, that we are invited to attend conferences of this nature. Our CAW members should hold their heads high because of that.

I know that my voice at the table may not determine the direction of space policy in this country, but will certainly

reinforce the need for one. If Canada is to move towards a high tech, knowledge based economy what better example is there than space exploration?

The uneasy feeling quickly faded as the day proved to be both exciting and rewarding. The recent lobbying in our Nations Capital by our President Rolly Kiehne and CAW Aerospace Director Dawn Cartwright on behalf of our union in regards to the search and rescue aircraft for the Canadian government is further proof of the hard work that goes on at the leadership level.

Here at MDA, I can proudly report that we now have two new apprentices in skilled trades. Jordan Mulcock and Michael Brown have both started serving their apprenticeship for Machine-Tool Builder and Integrator. Congratulations to both of them.

As well, congratulations to brothers Rick and Rathan who recently celebrated the births of their daughters.

From the new business front, there is not a lot to report other than there is a lot of activity in regards to proposals, and hopefully I can have something exciting to add to the next Aircraftfer.

Now I would like to share my views on the current crisis facing our brothers

and sisters working for both GM and Chrysler. The fact is that 20,000 CAW members are so powerful that if they don't agree to concessions and bring down costs of manufacturing vehicles in Canada, not only do they face the prospect of losing their own jobs, but they could be held responsible for the elimination of 600,000 other jobs in this country. What power!

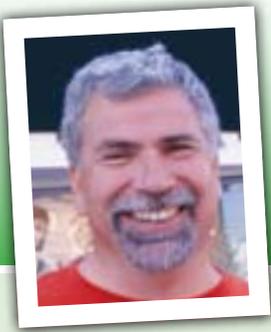
I am talking about the same CAW that was powerful enough to help build a manufacturing sector so good that the spin off was the creation of another 600,000 jobs.

Why is the CAW seen only as a junior partner in success, but a senior partner in failure? Was it the CAW who decided what products to build and market all these years? Was it the CAW who chose to make corporate decisions which have led to this financial melt down? Was it the CAW who approved huge executive bonuses and payouts during all these years? The CAW must be the only reason. Who else could be at fault? There is no one else as powerful. Or is there?

It is time to for the rest of society to stop playing the part of a dog and treating the auto worker like a fire hydrant! 

Check out the Local's new website!
www.caw112.on.ca





HOPES OF A BRIGHT FUTURE?

Graham Davies, Northstar Aerospace Plant Chair

Those of us that were on the day shift April 1st, had an update on the Apache block III program from CEO Glenn Hess and the program director from Boeing Mesa, Arizona. The prospect of work from this program, which will run through 2025, certainly looks to ensure a bright future for us here in Milton. Development on this program will continue into next year with increased volume of work.

News from the United States announced in the first week of April, that the Department of Defense budget calls for 500 million in increased spending to “field and sustain” additional helicopters. Hopefully this is good news for Northstar and will mean additional

opportunities to add to our backlog of work. With all the bad news in the auto sector, and recent announcements of job loses at Bombardier and Pratt and Whitney, it’s somewhat reassuring to see that we’re in the process of hiring machinists here in Milton. Let’s hope this trend continues into the future.

In February we had some layoffs that affected some of our production employees, only to see them recalled within weeks. The question has to be asked of management’s short sightedness in making these decisions. When it comes to disrupting people’s lives, it’s that much more disheartening. While we, as a Union, have continued to encourage communication with management, there still seems to be day to day deci-

sions that leave us shaking our heads with no option but to file grievances. We’re convinced that most grievances could be avoided if management were serious in their approach to union issues. While we continue to be busy, lets hope this management can organize itself in order to regain some confidence on the shop floor.

On a sad note, as I write this article our sister plant in Cambridge will close its doors at the end of this week, putting out of work the remainder of our CAW 1524 brothers and sisters. Hopefully the government of the day will make necessary changes to the current EI system in order to alleviate the strain on these and all laid off workers in these tough economic times. ⓐ



TURNAROUND AT VITAFOAM

Ahamad Nabi, Vita Foam Plant Chair

Since the new president at Vitafoam Toronto has taken over, we have seen marked changes in all aspects of the business. From an employer-employee standpoint, the relationship could not be better.

Lately there has been a noticeable calm and a coolness labour wise on the shop floor, the number of grievances filed have been reduced and one can only hope that such harmony continues.

Business has been steady since November 2008. All indications point towards improving volume. Considering the economic crisis this country has been facing, this is good news for Vita workers.

Vita’s safety report

Back in 2004, Vitafoam at Toro Rd found itself with a safety performance that needed significant improvement. The number of overall injuries and the severity of those injuries were not acceptable. With the support of British Vita

and the cooperation of everyone here, a new direction was implemented which produced tremendously positive results. New standards and safe operating procedures were implemented. Also safety training in many areas has taken place, becoming part of everyone’s job routine. Systems such as hazard reporting, inspections and toolbox talks were integrated into the work.

In each of the last three years there has been only one lost time injury in each year and none of them were critical or major in nature. Presently we have worked 9 months injury free since the last incident and are aiming to surpass the best ever record in this area, 411 consecutive days.

Vitafoam has a very active joint & safety committee in place and strong support from leadership. Safety is now the number one priority at Vita. A positive safety awareness culture is slowly developing and will continue to produce continued success in this area.

All in all, the shop committee is extremely grateful to both fellow workers and staff for the renewed efforts toward making our workplace safer. ⓐ



WHERE THERE IS SMOKE THERE IS FIRE

Melrose Cornwall, Toromont Plant Chair

On March 15, 2009 an article appeared in the Toronto Star, claiming that Toromont industries Ltd threatened the Ontario Government to move it's operations (2500 jobs) to Manitoba if the land they have plans for is not approved for industrial zoning. The company retaliated with an article denying the report, stating that they were never in any negotiations with the government and that it has no plans of moving their entire operations to Manitoba.

Although this may be true, many of us believe that some level of negotiation did take place between the developers and the government indirectly on Toromont's behalf. Sources inform us that Con Drain Constructions, which

happens to be Toromont's biggest customer, owns the land in question where the company plans to move to. We know that by 2013 the property at Hwy 7 and Jane Street will be used by the city of Vaughan for a subway station and a new city hall development.

So I ask myself, is the company being totally honest with its employees? Employee's who have the right to know where the company is moving to so they can plan ahead. To many this may mean finding another job or relocating their families, nothing to be taken lightly! This issue will be front and center in the upcoming negotiations.

I was advised of a meeting held by the president of Toromont with a group of

members from the tractor service dept. In this meeting a discussion was held regarding the upcoming round of negotiations. A question was asked, "Why did the company keep the unionized workers from Newfoundland on the pavement for eight months?" The president responded by saying that he would keep anyone out 9 months or more to ensure his costumers are being taken care of. This is nothing more than a scare tactic. What happened to the statement that their people are number one and that they care about their employees. Remember where there is smoke there is fire! Credibility and integrity are of outmost importance to the leadership of the Union. [Ⓐ]



CONTRACT RATIFIED

Dwight Brown, Hewitt Plant Chair

A lot has changed since our last Aircrafter. The holiday season has come and gone, the snow is melting, and days are getting longer. Our world has drastically changed as well with the effects of a global recession leaving a path of enormous job loss in its wake.

Shortly in to the New Year contract talks began with the employer. Given the economic climate, this was going to be a difficult task and a "Flex Plan" benefit package was what the Company was determined to transition into. Our bargaining committee was able to resist this substantial downloading of expense to the workers while still bargaining gains in some benefit levels. Gains were also made in wages, pensions, training and improvements to contract language in each of the 3 years. Due to the resolve of Bargaining Committee members David Cerasani, Tim Schultz, and Gary Vaughn,

the guidance of National Reps Mike Reuter and Cara MacDonald along with the Leadership of Local President Roland Kiehne this agreement was ratified with 94% membership approval. Thank you to all of you whose hard work made this happen.

The coming days and months will be challenging for all our units as many other collective agreements are coming due and the world economic trouble is making things tougher with each new piece of bad news that is reported. The idea that Retirees and Pensioners need to face the brunt of this hardship cannot be allowed to continue. We all need to stay strong and stand together to weather this storm.

In closing, with better weather and school summer vacation around the corner, children will be outside and not always paying attention to traffic, so **please drive carefully.** [Ⓐ]

THANK YOU LOCAL 112

On behalf of the members of CAW Local 1075, employees of the Bombardier Thunder Bay plant, I would like to express our appreciation to Brother Rolly Kiehne, the leadership and members of Local 112, for the consistent and effective assistance you have provided throughout our Local's struggle to secure work for the Thunder Bay plant.

TTC's decision to award the Light Rail Vehicle (LRV - streetcar) contract to Bombardier, resulting in close to 10 years' work for our members, is the culmination of a four year campaign.

In May, 2005, our members were shocked to learn that the McGuinty government had decided to terminate decades of Ontario government policy, dating back to the Davis Conservatives of the 1970's, and continuing regardless of what party was in power, to give preference to Ontario producers of transit vehicles for transit procurement funded by the Ontario government. The new policy was based on "free market" ideology, and gave no preference whatsoever for Canadian manufacturers.

We didn't remain in shock for long, but launched a series of continuing campaigns to secure work and restore long term economic vision in government procurement policy. Our union, CAW, gave us full support, then President Brother Hargrove, and continuing with President Ken Lewenza, assigning staff to the campaign, funding many advertisement blitzes, meeting with provincial and municipal officials, including Premier McGuinty. Our Local mobilized the entire city of Thunder Bay, flooding MPP and Toronto City Council with letters. In the midst of all this activity, the solidarity from Local 112, stood out. Your presence at rallies, your lobbying of Toronto City Council and TTC, was simply outstanding. We know, we witnessed it.

The campaign for TTC work is a significant victory against right wing economic thinking. We need to make the most of our success to push harder against those who daily attack working people's aspirations. Again, thank you, and we look forward to working with you as our joint struggle continues.

Paul Pugh
President, CAW Local 1075
Thunder Bay

TTC AWARDS LARGEST EVER STREETCAR CONTRACT TO BOMBARDIER



▲ CAW Local 1075 president Paul Pugh commenting that the streetcar contract will create 300 more "green" jobs at the Bombardier plant and keep his members working for 10 years.



Photo: John MacLennan

▲ CAW president Ken Lewenza shaking TTC commissioners hand & remarking "It's the first time I've smiled in weeks."



...THE CLECO AND KEVLAR CUP...

END OF AN ERA

...THE TWO FINGER TROPHY AND NICK...

...GOT MY NICKNAME FROM THIS PROGRAM "ROTOR ROUTER"...



...I WILL MOSTLY MISS THE FRIENDSHIPS BUILT THROUGH OUT THE YEARS...

...I WILL MISS MOST, THE HISTORY AND THIS GREAT BIG FAMILY BEING SPLIT UP...

...HOPEFULLY THIS IS NOT JUST AN ENDING, BUT A BEGINNING OF A NEW PROGRAM AND NEW FRIENDSHIPS...

...THE DASH 8 PROGRAM HELPED ME GAIN TONS OF MECHANICAL EXPERIENCE...

...THE FUNNIEST MOMENT WAS SEEING JOHN DANCING WITH EVA AT THE CHRISTMAS PARTY AT THE REAR FUSE JIG...

...I REMEMBER APRIL 19 1983, DASH 8'S FIRST FLIGHT AND THINKING TO MY SELF AFTER TAKEOFF "WOW, MY MORTGAGE IS GOING TO GET PAID UP"

...THE GREAT SENSE OF ACCOMPLISHMENT SEEING A PRODUCT BEING MADE HERE FROM START TO FINISH...

...THE AIRCRAFT WAS WELL DESIGNED AND WELL BUILT, IT WILL CONTINUE TO FLY FOR A VERY LONG TIME...

...WE WILL MISS THE NEWCOMERS, THE OLD FRIENDS, AND MOSTLY JMS!

...I WILL MISS ONE OF THE FRIENDLIEST ATMOSPHERES TO WORK IN...

...THE SILLIEST MOMENTS ARE WHEN WORKING WITH STEVE PAIANO...

...THE DASH 8 WAS A TANK, A TRUE WORK HORSE...

...KEPT ME EMPLOYED FOR OVER 22 YEARS...

...I WISH WE COULD HAVE BUILT MORE...

June 20 1983 was a monumental day for workers at de Havilland.

It was the day that the first Dash 8 took to the skies for its maiden flight.

Thousands stood and watched with anxiousness, pride and joy.

In it's almost thirty year history DH workers have built 660 of these incredible turboprops.

The aircraft has flown in almost every country in the world, and has become an icon.

The Dash 8 entered service in 1984 with its first two customers NorOntair & Piedmont Airlines.

The Dash 8 has become the worlds best selling new generation regional turboprop airliner.

It's distinct sound and look as it ascends and descends cannot be mistaken.

It leaves us all with a great sense of pride.

Today, almost thirty years later, we are watching the last aircraft slowly make its way toward the front of Bay 5. It's the end of an era, this is the last aircraft made from start to finish in our plant.

It is with great sadness we see this program come to an end, but its legacy will remain! 🙏



INDUSTRY CANADA, DND FEUD OVER HOW TO SPEND \$3 BILLION

CANADIAN JOBS AT CENTRE OF SPAT

BY DAVID PUGLIESE, MAR. 26/09

A \$3-billion Canadian Forces aircraft project has sparked a battle between federal departments over growing concerns that recent military procurements have not created enough domestic jobs.

Industry Canada officials are fighting to ensure the project to buy 17 search-and-rescue planes proceeds as an open competition and creates the maximum number of jobs within the country.

At the same time, Industry Canada is using the Defence Department's approach on the project as a prime example of why military procurement needs to be reformed, with more focus on ensuring domestic aerospace firms be strengthened through the billions of dollars being spent on new equipment.

In the past, Defence Department purchases of military hardware were often used as a way to create Canadian jobs and build up Canadian industrial capacity, but in recent years that has changed.

The fixed-wing search-and-rescue aircraft program has become Industry Canada's "line in the sand" on a procurement process dominated during the past several years by the Defence Department, industry insiders say.

The push comes amid growing concern among domestic aerospace and defence companies, as well as workers, that they have seen few benefits from the billions of dollars spent on new military aircraft and equipment.

"It's about time someone is pushing back against the Defence Department," said Roland Kiehne, president of the Canadian Autoworkers Local 112, which represents 3,300 workers at four major aerospace firms in the Toronto area. "We've seen absolutely no work, no industrial benefits from the money spent so far."

Kiehne was part of a delegation that recently came to Ottawa to lobby for changes in defence procurement, in particular on the search-and-rescue project.

The Harper government might, however, be caught by its own rhetoric. It has consistently warned against protectionism in the world economy with the prime minister himself preaching against "Buy American" clauses in the Obama government's recently passed economic stimulus package.

In January, the Ottawa-based Aerospace Industries Association of Canada also wrote Defence Minister Peter MacKay and Industry Minister Tony Clement asking that the current procurement system be revamped. The association raised concerns that the purchase of C-17 and C-130J military transport planes from U.S. manufacturers had not resulted in quality jobs for domestic firms.

"I do hope the message is getting through and I'm pleased to hear that Industry Canada intends on making sure the aerospace community is consulted," said Claude Lajeunesse, the association's president.

Defence officials, however, are sticking with a strict set of requirements for the search-and-rescue aircraft, a move that makes it almost certain the Alenia C-27J aircraft would be selected. That Italian plane would be built at a U.S. plant, but defence officials argue that every dollar spent would be matched by the company spending on goods in Canada.

Worried that MacKay has been championing the C-27J, Viking Air of Victoria, B.C., has mounted an aggressive campaign to argue that it can build new Buffalo aircraft at assembly lines in British Columbia, with input from various firms across the country.

The Canadian Forces uses the Buffalo, but their aircraft are more than 40 years old.

Viking spokesman Rob Mauracher said that, although the new Buffalos have yet to be built, Industry Canada and other domestic firms had expressed interest in the project.

"We're well aware that they believe this is a buy that should be done Canadian," Mauracher said.

MacKay said no decision has been made on the selection of an aircraft, though.

"For some time now, we've been able to set out the specs and put in place what it is our chief of the air staff describes as the mission specifications for the aircraft," the defence minister said. "So there has clearly been no selection."

Those specifications, however, are at the heart of the problem as they are designed, critics say, with the C-27J in mind.

MacKay says he hopes to go to cabinet soon for approval to buy new planes.

However, government and industry insiders say the Defence Department's insistence on sticking with requirements favoring the C-27J has all but derailed the project. Cabinet will not be keen to approve a multibillion-dollar program that would benefit a U.S. assembly line while Canadian aerospace workers are being laid off, they note.

Defence officials are limited in what they can say, but privately they argue the needs of the military must come first, with the creation of jobs for Canadians a secondary issue. They note that aircraft such as the C-17 and C-130J were bought from foreign firms because such large transport planes were not built in Canada.

An estimated \$1.5 billion would be spent on acquiring search-and-rescue aircraft while another \$1.5 billion would go for maintenance and support. The air force favours the C-27J because of its range and speed and because it can also be used as transport aircraft.

In an e-mail, Alenia officials pointed out that, if their plane was selected, domestic firms would receive work and might also obtain lucrative contracts on a larger U.S. military project called the Joint Cargo Aircraft or JCA.

"Opportunities for Canadian industry will be significant, and could include participation in the JCA project in the United States," the e-mail stated.

Airbus Military is offering its C-295, which spokesman Martin Sefzig points out has Canadian-built engines and on board equipment. The Montreal firm CAE also builds the simulators for the aircraft, Sefzig added. Airbus Military highlights the C-295 as a proven plane with more than 60 in service, including in a search-and-rescue role.

Kiehne said Viking and Bombardier aircraft could compete and should be considered. He noted that Bombardier planes were already in use for search and rescue.

"We have airplanes that are already proven in service for search and rescue and DND is looking to make sure a foreign-built plane wins this contract," he said. "That's insane." 

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CANADA

www.caw.ca

KEN LEWENZA
National President
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January 21, 2009

Dear Prime Minister

Re: Search and Rescue Aircraft

Recent reports indicate our government's intention to purchase Search and Rescue aircraft. Congratulations on that decision. This is something the CAW has supported since it was first considered in 2006. Unfortunately, this initiative has been plagued with controversy centred on reports that the aircraft of choice, Alenia, is manufactured offshore. This is extremely concerning as Canada has already experienced a tremendous loss of manufacturing jobs with another 175,000 job losses projected for this year alone.

It is imperative that the selection process be transparent so as to ensure that the selection is fair and provides for consideration and preference to Canadian-based manufacturers and suppliers. While the Aerospace Sector has been enjoying relative stability, this will only continue if our government adopts this type of process whenever there are public expenditures.

In the case of Bombardier, they have already produced one of the most advanced aircraft with Search and Rescue capability. These aircraft are in service today meeting those requirements. In addition, Viking Air plans to utilize suppliers from across the country for this initiative.

The most recent significant defence expenditure, resulted in Canada purchasing all of its new aircraft offshore. Here, we have an opportunity for the Canadian government to purchase aircraft manufactured here at home to meet its requirements.

The report of an estimated expenditure of \$3 billion dollars for both the acquisition of new aircraft and in service support provide significant opportunities for Canadian Taxpayers dollars to be invested here in Canada. Let's ensure that we do so.

Yours truly,



KL:DC/nk
cage343

Ken Lewenza
National President

CC: Hon. Michael Ignatieff, Leader of the Official Opposition (fax 613-947-0310)
Hon. Jack Layton, NDP (fax 613-995-4565)
Gilles Duceppe, Leader Bloc Quebecois (fax 613-954-2121)



National Association of Aerospace, Transportation and General Workers Union of Canada / Député fédéral
Syndicat national des employés de l'aérospatiale, de l'équipement et des services auxiliaires de l'aviation au Canada / TCA Canada

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INTERVIEW WITH THE NEW AND THE PAST CAW HUMAN RIGHTS DIRECTORS: VINAY SHARMA & RAJ DHALIWAL

By Sherry Hillman, Editorial Committee

Our Local's motto says it best: "Strength in Diversity". It reflects the importance we place on encouraging participation and developing leadership that reflects the diversity of our membership. It also reflects our pride when that leadership of Local 112 members is recognized by the National Union, as in the recent announcement that the CAW's new National Director of Human Rights was Brother Vinay Sharma, a former Local 112 Executive Board member and Health & Safety/WSIB Rep from our Woodbridge Foam Unit. His appointment is all the more remarkable when the retiring Director he has replaced is also a former Local 112 Executive Board member hailing from our SPAR unit, Raj Dhaliwal. Obviously, an opportunity not to be missed, the Aircrafter conducted the following interview with both the new and the past CAW Human Rights Directors.

SHERRY: Local 112 is certainly proud that both the new and the past Human Rights Directors have come out of our Local. Is there anything beside your personal merit we can take pride in?

VINAY: As the largest Local in the most diverse city Toronto in Canada, why wouldn't we be proud of our contribution to Human Rights in the CAW. The local does have a proud history in this regard. Starting with Brother Roy Scott, the first worker of colour appointed to National staff, who the Local has recently honoured by establishing a scholarship for a graduating student from C.W. Jefferies, a nearby school in the Jane-Finch community.

SHERRY: Yes! And when John Bettes was president of the Local he took on the company during the Abella Commission using the Federal Contractor's provision to force them to start hiring of women in the mid 1980's.

RAJ: And when Jerry Dias (Jr.) was president, he chaired the CAW Council Human Rights Committee and the CAW's first Human Rights conference which exposed the need for intensive training and real action to tackle equity issues. Some of the discussion leaders, that conducted that first intensive 40-hour Human Rights program in CAW Locals throughout Ontario, like yourself, came from Local 112. As far back as I can remember Local 112 has had an active Human Rights Committee and participated in the National conferences.

SHERRY: Local 112 also passed a By-law that all elected officers must take the 40 hour Human Rights Program and in the two terms Rolly & I have been in office that training has been held here in the Hall on a 50/50 cost share basis with the National Union.

VINAY: Human Rights issues aren't always popular but Local 112 isn't afraid to have the debates, like adding a position for an Aboriginal/ Worker of Colour (AWOC) and Woman on the Executive Board. Even if we don't always win them, at least it serves an educational purpose, and eventually....who knows?

RAJ: Yes, and Local 112 has been hosting the International Day to Eliminate Racism here in Toronto for a number of years. We can all be proud of Local 112's history with regards to Human Rights.

SHERRY: How long were you Director of Human Rights, Raj?

RAJ: I took over the position in 1999 when Hassan Yussef was elected to the CLC.

SHERRY: Describe the role of the Human Rights Director?

RAJ: The Director deals with Human Rights complaints from members, conducting investigations and assisting Locals and National Reps in resolving complaints. I was also responsible for developing policy on Human Rights issues, and involved in education on Human Rights – the workplace training, anti-harassment training, the

40-hour program, AWOC Leadership training. Internally, the Director also over-see's the organization of the Human Rights, AWOC and LGBT conferences of the union and assists the AWOC Caucus. Externally, the Director monitors government policy, lobbying for changes, presenting briefs on issues ranging from disability to anti-racism and immigration. For example, I sat on a committee to advise the Ontario government on regulations on disability. I worked with NGO's and Community organizations often speaking at their functions.

SHERRY: Sounds like you'll be very busy Vinay! Any advice for Vinay, Raj?

RAJ: Dealing with complaints can be very hard – very time consuming and emotionally draining. You can't judge. Just be very supportive and a good listener. Sometimes that's all you can do, and you'll feel bad if there is no satisfactory solution for the member. Sometimes it is bullying, sometimes even within the same group and there is no legislation in place, except in Quebec where it is defined as psychological harassment. It was introduced two years ago under Employment Standards.

SHERRY: What was your biggest challenge?

RAJ: Complaints, if local leadership doesn't recognize there's a problem. Defensiveness can get in the way of taking a second look and resolving issues.

SHERRY: Is education the answer?

RAJ: Not always. Some leadership feel they don't need it and resist it. But the value of education is seen in the core CAW Locals that went through the blitz training with the 40 hour program 20 years ago. The difference in the Local's that have had that training and those that haven't is remarkable.

SHERRY: What was your biggest reward?

RAJ: Helping resolve a complaint to the satisfaction of a member. Or the gratitude for just listening and understanding. Sometimes that's all that's needed to feel comforted that someone does care. They have been able to share their feelings and ideas and someone in the union cares. Even with stewards in the plant, better listening skills is sometimes all it takes to resolve an issue.

SHERRY: Vinay, what goals or plans do you have for your new position?

VINAY: I'm just getting oriented now and developing my ideas and plans but I want to build effective Human Rights Committees and AWOC Causes that are more involved on the



Vinay Sharma & Raj Dhaliwal

ground and mobilizing. I plan to use the website and other electronic tools more effectively. For example, at the International Day to Eliminate Racism event we set up a computer and every member attending sent an email to the Minister of Labour demanding they protect workers severance pay in the upcoming budget and everyone signed the Fix EI petition. To be effective we have to take action and mobilize.

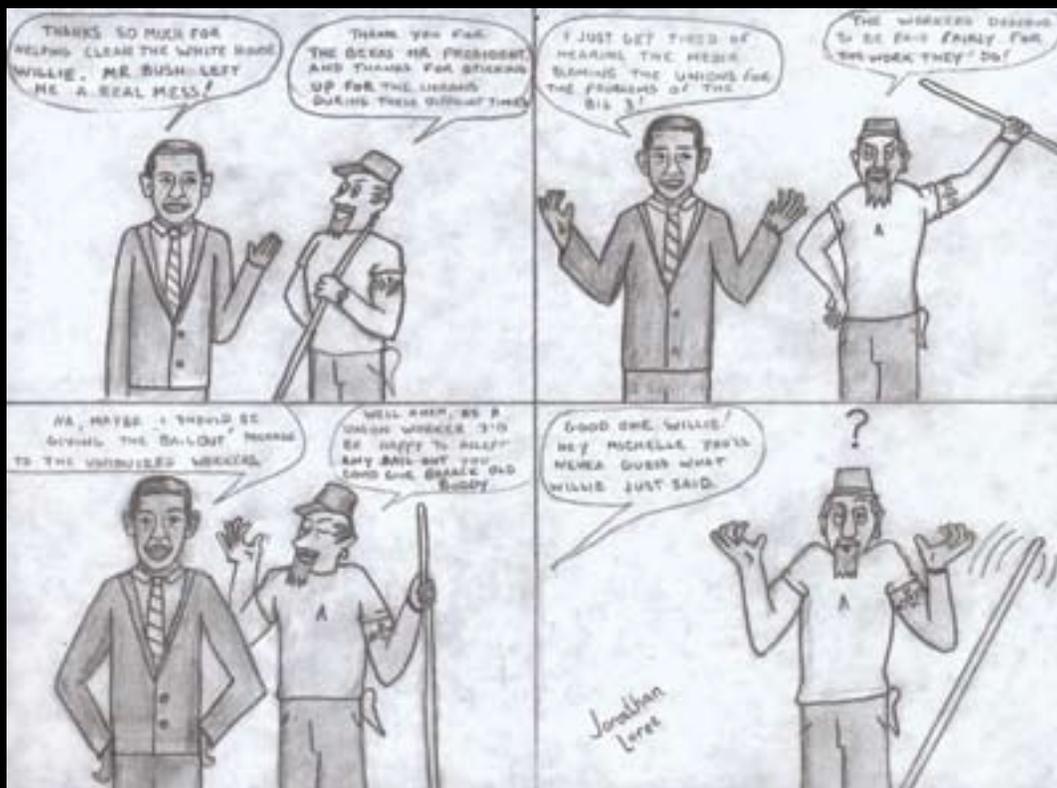
Generally my goal is to get people working together. I believe we have to work towards a day when the Human Rights Dept is not necessary anymore.

It doesn't matter how long it takes. It will happen when we all think of Human Rights issues in everything we do. It's may be a long way off but we have to work towards that goal. I want to work together with everyone who shares those same goals to build the union. The majority of our future members will be AWOC and we need to be sure we can represent them in the best way possible.

SHERRY: Thank you both for this interview. Raj all the best in your retirement – you've certainly earned it, and Vinay best of luck in your new assignment. Ⓐ

WILLIE

by Jonathan Loree





RWANDAN DIARY

Hope on Anniversary of Genocide

April 8th 2009

Retired CAW staff member Carol Phillips recently attended memorial events in Rwanda, 15 years after the Genocide. This is an excerpt from an e-diary she shared.

Yesterday was a national day of mourning, as is every April 7th, of the 15th anniversary of the genocide in Rwanda. On the night of April 6th in 1994 the plane carrying the President was shot down and within an hour roadblocks had been set up around Kigali and the well-planned genocide of the Tutsis began. I'm not going to tell the story of the political events but just try and describe our day and the people we shared it with. Its hard to know how to describe the day but I'm going to do my best even though its like my photography – impossible to truly convey the sense.

The official ceremony took place in Nyanza, the location of just one of the massacres. In 1994 the Belgian contingent of the UN force here was billeted at a nearby school and many Tutsi were advised to go there with their families for protection. The owner of this hotel we are in, a personal friend of Gerry's (and now happily mine) named Anne Marie Katengwena, sent her two young sons there. After 10 Belgian peacekeepers were killed the morning after the plane crash, the Belgian Government, without telling UN General Dallaire or

anyone else, decided to pull out their troops. On April 11th, the Tutsi who had come here for protection watched the Belgians load their trucks in spite of their pleas and over the next 24 hours 5,000 men women and children including the Katengewa boys were slaughtered.

The morning was appropriately sombre and as we were let out of our bus we joined the thousands of Rwandans walking up the red muddy trail to the site. Anyone who has been to Southern Africa knows the red earth in this part of this old continent. There were tents set up, plastic chairs, flowers, speaker systems in the fields – there was music and speeches by the President, government Ministers – all very dignified and orderly. Then a survivor from Nyanza told his story-- -gut wrenching details of begging the troops not to abandon them, losing his family, losing his limb, the slow tortuous deaths he witnessed--and that's when the heartbreaking wailing began. While many cried silently, including Anne Marie, her husband and surviving daughter, sitting beside us, it was too much for some and they screamed in a way I have never heard pain before in my life. Red Cross workers rushed to them and helped them away.

The official theme of this years remembrance is one of Hope for the future while pledging to never let it happen again and one of the ways they tried

to convey that was with a choir of little girls (orphans and street children) with sweet, strong voices who raised their little fists and sang 'we are strong and we will build a strong Rwanda'. As they started, one of the well dressed government women near us started to sob uncontrollably and had to be taken away. There was no need to hear her story – you just knew that her little girl had been murdered.

Last night we went to the Kigali stadium with 20,000 ordinary Rwandans for another ceremony – as candles were lit, choirs sang and the survivors testified. It is traditional here when someone dies that a fire is lit and the family stays up all night and tells stories of the dead - all over Rwanda that happened last night. The stadium is a special place because it was there that 10 – 15,000 Tutsi sought refuge with the front door protected by a handful of UN troops (Ghanaians and Tunisians under Dallaire's command) who stood at the door with guns while thousands of Hutu bayed for blood outside. They held it for many weeks until the RPF gained control of the area – showing how effective more UN troops could really have been in saving lives. We heard one young survivor who told his story in Kinyarwanda (as is spoken here) and was translated by a young man sitting next to me: This young survivor was 15 years old and born in this stadium. His father had been killed

continued at right...

LOCAL 112 CELEBRATES IWD WITH NORTH YORK WOMEN'S SHELTER

By Wallema Corriveau & Sherry Hillman
Local 112 Women's Committee

Local 112 women celebrated International Women's Day with friends from the North York Women's Shelter this year. It was a day packed with activities. The bus left from the union hall at 9:00 am with a stop to pick up women & kids at the shelter before heading downtown to the Steelworkers hall for the annual IWD labour brunch. We heard from several speakers and singers while we fueled up before the rally at OISE. The theme this year was "Women Lead the Fight – Good Jobs & Dignity for All" and the rally featured a great line up of inspiring speakers and performers. Most memorable was the skit "Bread & Rosie the Riveter".

Rain didn't dampen the spirits, as the march headed off down Bloor and Yonge Streets with colorful banners and flags attracting attention and horn-honking along the way. The day ended with a nice lasagna & chicken dinner back at our hall and time to chat with

our friends – the clients and staff of North York Women's Shelter. Some surprisingly beautiful harmonies filled the hall as we sang a few songs led by Brenda Wall and George Hewison, as the kids clapped and danced around. As the Shelter Director Charlene Catchpole commented, "Spending the day together and getting to know one another, goes beyond charity to community building. It is so much more meaningful than simply fundraising as important as that support is. It helps facilitate the women's networking and overcomes their isolation that made them vulnerable to violence."

Participants all received a book entitled "A Century of Women and Work" to commemorate the occasion. And the Shelter reciprocated, presenting the Local with a DVD entitled "Heaven on Earth", a film by Canadian feminist Deepa Mehta.

As a couple of the Local 112 sisters who were attending the IWD events



▲ Wallema Corriveau, Women's Committee Chair, presenting donation to North York Women's Shelter Director Charlene Catchpole at IWD dinner March 7th.



for the first time said, "If we knew how inspiring and informative IWD was we would have come before. And we'll be sure to bring more of our sisters and co-workers next year." ⓐ

early in the genocide before his critically wounded mother had been carried to the stadium. He was born as she died. The young man stopped translating for the next survivor, saying it was too horrible. Again the screaming throughout the stadium, the calling out of lost loved ones names, which echoed in the streets as we walked back to the hotel.

This morning we went to the National memorial museum at Gisozi – in the beautiful memorial gardens around the museum are mass graves with the remains of over 300,000 buried there. Inside the displays tell in a well laid out history the story of the colonial

past which invented Hutu and Tutsi, through to the present attempt at reconciliation and rebuilding. Most importantly, it has displays on the other great genocides most of which weren't in Africa. So just as you think how could these people do this to their neighbours you are reminded it is not about Rwanda but about all of us. There were many busloads of Rwandans there making the pilgrimage and I couldn't help but notice how much time they spent looking at the similar photos and similar stories of other genocides. Maybe the reassurance that the story was sadly common and that peoples and countries can rebuild was



strangely comforting.

The fact this country has achieved so much in 15 years is amazing when you realise, as President Kagame said, that a new country must be rebuilt from ashes but the challenge is greater when they are human ashes. ⓐ



FINALLY BACK HOME!

Maurice Coulter, Retirees' Chair

Since the propane explosion, many homes in the area still have windows and doors boarded up, some had roofs replaced and one is being completely rebuilt. A few of my neighbors will soon be returning. I am very glad that my home did not have any asbestos insulation, for those houses had to be completely cleared out.

I came home six months after the explosion to all new windows, back door, sidings on the gable ends, fascia and eave troughs. Inside the house all walls had been repainted and floors rescraped. Because of the small glass particles on the upholstery furniture and its inability to be removed, they all had to be replaced. My two refrigerators also had to be thrown out – the health

department said that the mildew in the freezers contaminated the insulation and made it unsafe. I have replaced the furniture and fridge, but I do not know how much the insurance will cover for these new furniture items.

Since my return home my family has become larger, I have 2 new great grandsons, increasing the total of grandkids to fourteen.

Retiree's chapter meeting...

Two Local 112 officers reported local happenings to our well attended March meeting. President Brother Kiehne reported about the fight to protect the pension guarantee fund.

Due to credit crunch and economic

downturn there has been a decline in sales of business jets.

Canada needs 17 new planes for search and rescue. Needed in Canada should be made in Canada. A few years ago the only plane in the world that could go to the South Pole to rescue a sick doctor was one of our made in Canada planes.

Sister Hillman reported the total balance of all funds in December/08 was \$593,685.73 and total annual revenue for 2008 was \$2,928,250.50. She is now using a new computer system and hence the reports we receive each month will look a little different.

Look forward to seeing you at our next meeting May 14 at 1 pm. Ⓐ

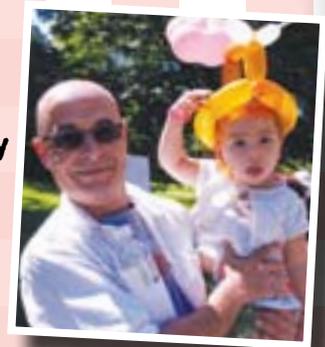
2009 CAW 112 Family Picnic



Castle Moonwalk
pony Rides
Rock Climbing
Petting Zoo



Face Painting
...and special
appearances by
The Rivets



Lots of great prizes including
the Grand Prize of a **BBQ**
Big Screen TV \$2,000 Travel Voucher!

....and much much more fun. A day to remember!!
June 20th, Petticoat Creek
Pickering



CAW RETIREES RALLY TO DEMAND PENSION GUARANTEES

By Sherry Hillman, Editorial Committee

Thousands of CAW retirees and Local leadership from across the province rallied at Queen's Park on Thursday April 23rd to demand stronger pension protection from government and corporations. CAW Local 112 was well represented at the demonstration with two bus loads of Local 112 retirees and executive board members.

The global financial crisis and economic recession has put pension plans in an increasingly precarious state, calling into question their ongoing viability. Workers' and seniors' concern has prompted a torrent of criticism by a growing movement of Canadians calling on government to guarantee support for these failing plans.

This concern was heightened when Premiere McGuinty commented that there was not enough money in the Pension Benefit Guarantee Fund to cover retired autoworkers that could be affected by a potential bankruptcy at General Motors or Chrysler. This statement, coupled with amendments to the Pension Benefits Act announced in the Ontario Budget, indicated that the Ontario Liberals were backing away from the commitment to guarantee the pension benefits of workers of bankrupt companies.

"It's about working people having the right to retire with dignity and respect, and not having to worry about their pension and retirement income," CAW President Ken Lewenza told the crowd in a trademark fiery speech. "Employers are taking advantage of this economic crisis to roll back the progress workers have made over the years. But we're going to use the collective power of the people to win economic and social justice."

CAW was joined by leaders and protesters representing various labour, community and senior's organizations for the largest protest Queens Park has seen in over a decade with numbers estimated in excess of 15,000. "Workers will not be fodder in this mess - workers didn't cause this mess," declared CUPE Ontario's President Syd Ryan.

Thanks to Rod, Jerry and Chris, who spent a couple days phoning all Local 112 retirees living close enough to make it to the protest, Local 112 had the best political mobilization of our Retirees Chapter ever. All the retirees enjoyed the event thoroughly and encouraged the leadership to call on them again when an issue arises. ^(A)



SHANIA'S SUNFLOWER OF HOPE FUND

By Shayne Johnston



On behalf of my late daughter, Shania Johnston, and our family, I would like to take this opportunity to express our sincere appreciation to the members of Local 112 & 673 for your continued support of Shania's Sunflower of Hope Fund.

When our daughter first started her fundraising, she said that her dream was to help find a cure so that no other kids would suffer from neuroblastoma.

Her dream lives on because of people like you, helping children and their families suffering from this underfunded monster of a cancer.

The researchers at Sick Kids labs are making strides and have

discovered a rare cell in neuroblastoma that may be responsible for this tumour reoccurring after chemotherapy. They are also testing drugs on cancer that have never been tested before. This out of the box approach to research at Sick Kids labs will hopefully lead to major discoveries not only for neuroblastoma, but also for all cancers. This is their goal!!! But they cannot continue this research without support from people like us: We are all touched by cancer in some way.

On Saturday May 2nd we are having Shania's 3rd Annual Fun Fair at the Markham Fair Grounds. This is a huge fun filled day for the young and young at heart.

Also on Saturday June 20th we are having the 2nd Annual Shania's Sunflower of Hope Golf Tournament at Markham Greens (the old IBM course). If you are interested in attending one of these events e-mail us at shania.com@rogers.com.

Again, thank you for sharing in Shania's dream! United we are strong! 

FISHING DERBY 2009

Nick D'Alicandro, Editorial Committee

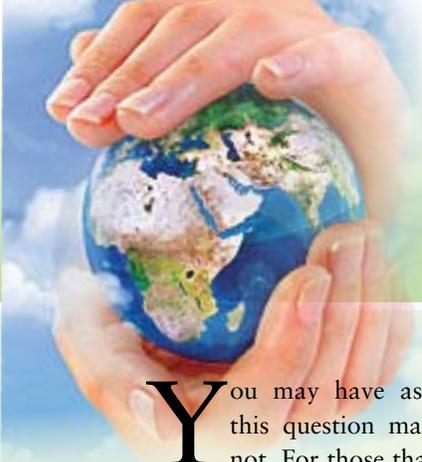


Yet another example of an amazing event bringing together 112 members and their families. A weekend of outdoors, fishing but more importantly fun, where members can forget about the stresses of the workplace, and the kids can show the parents some fishing tricks! Hats off to Ernie Spasov, for his dedication and hard work in orchestrating such an amazing event.

Top three prizes go to: 1st Allen Preston, 2nd Eric Kubicki, 3rd* Kurt Messerly.

Junior prizes go to: 1st Justin Kubicki, 2nd Justin De Guerre-Coffin, 3rd Jake Adams.

Congratulations to all the participants! 



SO, WHAT CAN YOU DO TO HELP PROTECT OUR ENVIRONMENT?

Michael Beaudoin, Local 112 Bombardier

You may have asked yourself this question many times, or not. For those that have, there are many things you can do. Some are very easy, some are not, some are inexpensive and some are not. No matter what your level of interest or concern is, there is something for you. Although the list of things you can do is long, it is not daunting. Don't worry; you don't have to do them all to make a difference. If you chose just a few things from the list and practice them, you will make a positive contribution towards saving our planet. Here are five things you can do right now that have a huge impact, with very little effort.

1 THE THREE "R'S". Reduce, Reuse and Recycle. You can reduce waste by simply using cloth bags instead of accepting plastic bags when you shop. Also by using cloth bags while you shop, you have made a commitment to Reuse. Recycling is the last resort and should only be considered

when Reducing and Reusing is not possible. Visit www.fs.utoronto.ca/recycle/rrrr.htm for more information.

2 SAVING ENERGY. Replacing energy inefficient appliances with ENERGY STAR approved appliances and incandescent light bulbs with compact florescent bulbs can save a substantial amount of electricity and money. Visit www.powerwise.ca for more information.

3 BUY LOCAL. Have you noticed that when you go to your local supermarket, almost all of the fruits and vegetables come from other countries? Canada has now become California's largest fruit and vegetable importer. Things have gotten so bad that even our oranges come from California and not Florida. Of course some fruits and vegetables are seasonal, but before globalization we managed to make do. Canada is now importing canned fruits and vegetables from China. Fruits and vegetables shipped half-way around the world create huge amounts of

pollution and global warming gases. Visit www.ofvga.org/movie.html and www.thegrower.org/index.php for more information.

4 DRIVE SMART. Instead of driving to the store, walk or ride your bike. Consider public transit or car pooling when ever possible. By leaving your car at home more often you will be helping the environment, saving money and improving your health.

5 EAT LESS MEAT. If you eat a meat free meal just once a week, overall you will be cutting meat out of your diet for over a month each year. It's good for the environment, the animals and your health. Google "factory farming and climate change" for more information. These are just a few of the many ways you can help reduce the amount of greenhouse gases being released into the atmosphere everyday.

Further information can be found at www.davidsuzuki.org. May we all help to save the Earth, our home. 

AND THE LIGHTS WENT OUT IN TORONTO!



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CAW CELEBRATES EARTH HOUR

Nick D'Alicandro, Environmental Committee



On Saturday March 28, thousands of Torontonians switched off to celebrate Earth Hour 2009. CAW Local 112, in collaboration with the national union and the Jane and Finch Community Center joined in this global movement by hosting an earth hour event. Local 112's hall switched from electrical power to a solar powered battery system which lit and powered the event. The event was attended by members of several CAW locals and the Jane and Finch community. Speakers from the union, environmental movement and community helped raise awareness about the importance and urgency of saving our planet from climate change. The message had real impact through video, song and spoken word presentations by youth from the Jane and Finch community.

Nick De Carlo from the national health and safety and environment department, along with Sherry Hillman, and the Local 112 Environmental committee, played a significant role in organizing the event. Local 112 not only helped organize one of the best CAW events ever, but is also continuing to work with local community groups to launch a Green Anti Poverty (GAP) coalition in Jane and Finch to develop green job creation strategies.

Toronto's electricity consumption dropped a whopping 15%, proving that we really are committed to take action on climate change and that even small actions like turning off your lights can make a huge difference in reducing the emissions that contribute to climate change.

More than half of all adult Canadians (52%) participated in Earth Hour, creating an unprecedented call to action on climate change in advance of the UN negotiations in Copenhagen in December.

Globally, almost 4,000 cities in 88 countries participated in Earth Hour, Canada was again among the leading countries in terms of both cities participating (more than 280 nationally) and for participation per capita.

Eighty per cent of Canadians believe Earth Hour sends a message to the federal government that now is the time to start taking climate change seriously and develop a plan to reduce emissions.



EARTH HOUR
EARTH HOUR

