

# Coalition Chronicle

Report to the National Industrial Base Workforce Coalition

Vol. 2, Issue 1

Winter 1998

## Workforce Attends 717 Roll-Out Ceremony



Workforce attends 717 Roll-Out Ceremony.

On June 10, 1998, members of the *National Industrial Base Workforce Coalition* attended a ceremony honoring the completion of Boeing's latest commercial aircraft, the Boeing 717-200. The event was held at the Douglas Products Division plant in Long Beach, California, and was attended by the 8,000 hourly workers of that facility. Guests included Boeing Chairman **Phil Condit**, President **Harry Stonecipher**, and Boeing Commercial Airplane Group President **Ron Woodard**. Also present from Boeing's Douglas Products Division were Vice President and General Manager **Richard Pearson** and Vice President-General Manager 717 Program **James Phillips**, along with Long Beach Mayor **Beverly O'Neil**.

**Kedrick Legg**, President of UAW Local 148 at Long Beach, praised the hard work of those involved with the 717 program. **Jim Philips** formally introduced the first 717-200 aircraft as it rolled to a cheering crowd. The roll-out demonstrates Boeing's intent to continue commercial aircraft production at Boeing's Long Beach facility. It also serves to celebrate the victory of American aerospace unions which stood behind ValuJet, the original launch customer for the MD-95, during the airline company's most trying period. The aerospace workers' defense of ValuJet's experienced workforce preserved both the launch customer

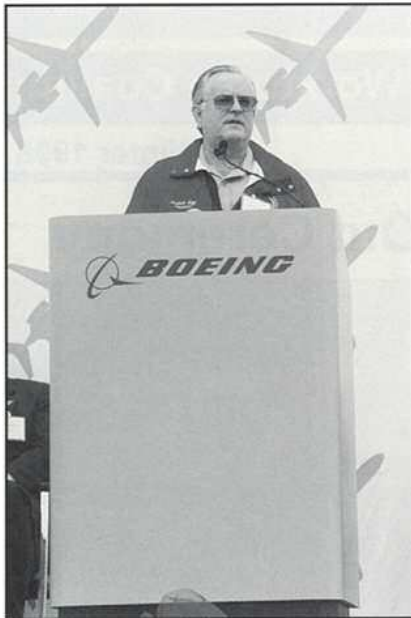
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Kedrick Legg, President UAW Local 148 at Long Beach praised the workforce for their contribution to the 717 program.



Duane Woerth, then-First Vice President of the Air Line Pilots Association interviewed at the 717 roll-out event. Captain Woerth is a member of the *National Industrial Base Workforce Coalition* and has a close working relationship with the aerospace workforce.

and the thousands of union jobs associated with the MD-95.

The event was a high point for the *Coalition*. Some one hundred union leaders from California and states as far away as Maryland, Texas, Minnesota and Oklahoma were present representing the UAW, IAM, IBEW, IUE, SEA, SCPEA, and SPEEA. National associations of major unions were also present, including the Air Line Pilots Association's First Vice President, **Duane Woerth**, and **Charles Bofferding**, the Executive Director of the Council of Engineers & Scientists Organizations. Workforce ambassadors from the subcontractor and supplier base represented dozens of companies throughout the country.

Today American aircraft manufacturers are faced with the reality of global competition. Unlike decades past when American-made aircraft dominated the world market, we must now compete with companies in other nations. To compete in this environment will require creative alliances with international partners that can help sell our products in a world market while creating American engineering and production jobs throughout America's aerospace industrial base. The international alliance that created the 717-200 program is an example of such a partnership which enabled the workforce at Boeing's Douglas Products Division to continue building new commercial aircraft.

The 717-200 was designed to assume an important role in the regional airline market. Since the 1970's, the market for regional travel has been dominated by the successful Douglas DC-9, the

bread and butter aircraft for Douglas for almost thirty years. The 717 sports the technological advances of high performance, ultra-modern commercial aircraft. Initially developed by McDonnell Douglas in an effort to strengthen the company's commercial aircraft division, and originally named the MD-95, the newly completed 717-200 offers its launch customer a versatile aircraft that combines modern technology with proven designs. The 717-200 has two BMW BR715 engines that increase fuel efficiency while reducing emissions and noise. With a modern cabin, the 717-200 will transport up to 100 passengers on short-leg regional flights.

Following the roll-out ceremony, workforce leaders  
**See ROLL-OUT, page 3**

### Coalition Chronicle

National Industrial Base  
Workforce Coalition

Representing American scientists, engineers, technical, professional, service and production workers in the aerospace, defense, electronics, energy, telecommunications, transportation, and basic industries in both the public and private sectors.

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Rev. Braxton Berkley, hosting a cable television show about the 717 Roll-Out Ceremony, with guests Kedrick Legg, President UAW Local 148, Don Peter, President Southern California Professional Engineering Association, and David Goodreau, Executive Director, Small Manufacturers Association of California.

### **ROLL-OUT** from page 2

**Kedrick Legg, Don Peter**, Executive Director of the Southern California Professional Engineering Association, and **David Goodreau**, Executive Director of the Small Manufacturers Association of California, appeared on "After Thoughts," a television program hosted by **Rev. Braxton Berkley** which tackles issues that are of special interest to the aerospace workforce in Southern California. The discussion centered on the impact of foreign competition on the American aerospace industry and the need for American aerospace companies to create new tactics to maintain America's market share. A television series on this topic is planned for 1999.

At the time of the roll-out ceremony, fifty-five 717-200s were on order. AirTran Airlines,

the launch customer, has placed an order for 50 planes with an option for an additional 50 aircraft. A German consortium, Bavaria International Leasing Company, has also ordered five planes for leasing to its customers thereby expanding the 717's exposure to the international market. Both **Joe Corr**, President of AirTran Airlines, and **Karsten Sensen**, Managing Director of Bavaria International, were on hand at the roll-out ceremony and expressed enthusiasm for the 717's potential as a market leader for the 21<sup>st</sup> century.

The workforces of the American subcontractor and supplier base, The Boeing Company, its international partners and the *National Industrial Base Workforce Coalition*, are proud to celebrate the birth of this global aircraft: the Boeing 717-200. ❖

## Composite Technicians

One of the more interesting jobs in the aerospace industry is that of the Composite Technician. These are the men and women who work with futuristic materials and advanced technology.

Traditionally, most aircraft parts were made of aluminum. Now, an increasing number of these parts are being replaced by a material that is stronger than steel, lighter than aluminum and tougher than titanium. Many jet aircraft in service today have a nose and engine cowling that are produced with composite materials of fiberglass, resin, graphite or kevlar (the same material used in bulletproof vests). ❖



# International Space Station

## NASA's 21st Century Platform

The first issue of the *Coalition Chronicle* discussed the Coalition's activities supporting the International Space Station (ISS). The following contains a brief history of the space station and events that have transpired since our last publication. The space station is in its most critical period.

### Skylab: The First Space Station

Four years after the success of the 1969 moon landing NASA unveiled its next large science project, a space station. The goal: create an orbiting space station called Skylab. With the success of Skylab came the designs for the space station of today. The Reagan Administration submitted the formal request for funding Space Station Freedom in 1984. It was an elaborate program including 16 international partners.

Initially accepted by the Congress with enthusiasm, the program became a hotbed for contentious debate. Over the last 15 years, the program has been subjected to a number of design changes mandated by congressional pressure to lower the costs. The space station experienced years of annual debates aimed at terminating the program. The explosion of Shuttle Challenger threatened not only to cancel the space station but the entire manned program. Recognizing that the manned program was the very future of the aerospace industry, unions throughout the country formed a coalition to save the space station.

### U.S./Russian Partnership

As congressional debate raged over terminating the U. S.



Former NASA Astronaut Charlie Walker briefing the Council of Engineers and Scientists Organizations on the Mir and its importance to the International Space Station.

space station, the Soviet Union was operating a fully functional station called Mir. With the end of the Cold War came the possibility of creating a partnership between the U.S. and Russia in space.

Originally, U.S. aerospace workers opposed the creation of a partnership that shifted hardware development and jobs to the Russians. During the early years of NASA, there was no contact between the NASA leadership and the workforce. It was not until Dan Goldin was appointed NASA Administrator that a relationship began. Goldin appealed to the *National Industrial Base Workforce Coalition* to support the Russian partnership. He convinced them that congressional support for a U.S./Russian space program could save the space station. Without a partnership, he argued, the space station would be canceled. Goldin reversed the *Coalition's* opposition to the Russian partnership, thus creating a bond between NASA's Administrator, Russian aerospace

workers, and the *Workforce Coalition*.

The spirit of the U.S./Russian partnership saved NASA's space station and was hailed by Congress as an example of post-Cold War cooperation. The space station was redesigned and renamed International Space Station Alpha. The U.S. provided funds to build space station components as well as to train U.S. astronauts aboard Mir.

The basic building block of the station is called ZARYA, which in Russian means "sunrise." The second component, built by American aerospace workers, is called UNITY. The service module, the third component, is the heart of the station. It contains electricity, orbital stabilizing propulsion, living quarters for the astronauts, and serves as the stabilizing block around which the remainder of the station will be constructed. These three components of the station must be launched in a specific sequence.

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# International Space Station

*SPACE STATION* from page 4

## Disenchantment

Congressional elation over a U.S./Russian partnership began to fade for two reasons. Although the Russians produced much of the equipment agreed to in the 1993 partnership, completion of the service module lagged behind. While NASA worked to ease congressional concerns over the apparent lack of progress, trouble began to occur aboard Mir.

The original agreement with the Russians allowed U.S. astronauts to accompany Russian cosmonauts aboard Mir. The theory was that joint habitation aboard Mir would give U.S. astronauts long term experience with living and working in space. The partnership went well, with Americans and Russians sharing life in the space capsule.

Problems arose when a series of mishaps occurred: a life-threatening fire with flames engulfing one of the nodes; a computer fail-

ure resulting in heating units and air filtration devices being shut down; and the collision of a Soyuz supply vehicle with Mir while docking. Network news shows described Mir as a death trap. Congressional inquiries spawned by concern for the lives of U.S. astronauts began in earnest. Congressional opposition mounted.

## Workforce Coalition Mobilizes to Save Mir

The *Workforce Coalition*, and in particular the Council of Engineers & Scientists Organizations (CESO), had supported space station since 1986 and was once again poised to enter the debate. Having met former U.S. astronaut Charlie Walker at the launch of the Space Shuttle *Discovery* in 1995, CESO invited Walker to brief them on the importance of Mir to American workers.

Walker explained to CESO's Board that the Mir had been an important training tool for U.S. astro-

nauts to prepare for long-term stays in space. "Yes," he conceded, "there were problems aboard the Mir, but NASA would never endanger its astronauts simply to keep the Mir program alive." He emphasized the importance of supporting the Mir through this crisis.

Walker then challenged CESO members to think about what comes after the development of the International Space Station. "Where are the jobs then?" he asked. Walker believes that continued global participation on the International Space Station is critical. He told the group that America must continually pursue sending Americans beyond Earth orbit, that is, returning to the moon and going to Mars. Such endeavors will have an enormous impact on American aerospace scientists, engineers and production workers. "We can't afford to snuff out exciting and challenging work in the next decade and beyond," Walker said.

The link between the Mir and  
*See SPACE STATION, page 6*



CESO representatives meet September 24, 1998 with NASA Administrator Dan Goldin to convey their support for necessary funds to complete Russian components for the International Space Station.



## SPACE STATION from page 5

survival of the International Space Station was clear: CESO launched a workforce mobilization to save Mir. The delegates, along with other members of the *National Industrial Base Workforce Coalition*, called, wrote, and met with Members of Congress, urging them to stand behind Mir.

### Service Module -- The Next Crisis

Once again, a problem arose when the Russians failed to complete the service module, which required additional funding. The *Workforce Coalition* became concerned that congressional criticism of the Russian program could unravel support for the entire International Space Station.

On September 24, 1998, a group from CESO met with NASA Administrator Dan Goldin who thanked them for supporting the Russian partnership, especially for

defending Mir. He shared with them highlights of his congressional testimony in which he asked the Congress to provide funding to complete Russian components for the space station. He noted that thousands of Russian aerospace workers had not been paid for six months and pointed out that the space station components were arriving at the Kennedy Launch Center so fast that storage space was rapidly disappearing.

Goldin stressed that the completion of the space station would open opportunities for development of new technology. He expressed his concern that engineering and R&D budgets were lagging behind the science budgets, and noted that there was a need to keep a strong, viable engineering and production workforce alive. "We cannot conduct scientific inquiry without new technology and mission-oriented knowledge." He discussed NASA's interest in what he

called "total immersion-virtual space technology." This technology will allow engineers to develop and test new designs eliminating the possibility of errors and mistakes common when transferring an idea from concept to creation. Also at this meeting, Mr. Goldin briefly discussed another NASA priority, the pursuit of advanced launch vehicle technology.

CESO Executive Director Charles Bofferding told Goldin that the *Coalition* had already launched a congressional campaign to keep the program on schedule. U.S. aerospace workers would stand behind their Russian counterparts through this crisis. As they did with Mir, the *Workforce Coalition* launched a mobilization, writing letters and contacting congressional committees urging them to stand behind NASA and our Russian partners so that the deployment of the space station could begin on schedule. ♦



## Scheduled Space Shuttle Launches

(as we go to press)

December 3, 1998	Mission STS-88	<i>Endeavour flight #13</i>	Primary Payloads: ISS (01-2A) first flight (Unity connecting module)
March 18, 1999	Mission STS-93	<i>Columbia flight #26</i>	Primary Payloads: Advanced X-Ray Astrophysics Facility
May 13, 1999	Mission STS-96	<i>Discovery flight #26</i>	Primary Payloads: ISS (02-2A.1) second flight, SPACEHAB (DM)
August 5, 1999	Mission STS-101	<i>Atlantis flight #21</i>	Primary Payloads: ISS third flight, SPACEHAB (DM)/ICC
September 16, 1999	Mission STS-99	<i>Endeavour flight #14</i>	Primary Payloads: Shuttle Radar Topography Mission (SRTM)
October 28, 1999	Mission STS-92	<i>Discovery flight #27</i>	Primary Payloads: ISS fourth flight (Z-1 truss and PMA-3)
December 2, 1999	Mission STS-97	<i>Atlantis flight #22</i>	Primary Payloads: ISS fifth flight, PV module P6



## Chronicle Commentary

### The B-2 And You

During the 1998 budget cycle, funding for the B-2 ended, leaving the Air Force with a fleet of 21 B-2s, if you can call 21 planes a fleet. It is more like a start-up airline. The last B-2 will be delivered in June 2000. The events surrounding the termination of the B-2 program should be an eye-opener for aerospace workers, especially production workers who expected to build more than 100 aircraft.

The B-2 stealth bomber was a Cold War, black world program for more than ten years. Tens of thousands of engineers in dozens of companies, universities and chemical labs worked in secret to produce this revolutionary aircraft. At the time the Air Force let the contracts, the materials and systems that make up the B-2 had yet to be invented, including new light-weight composites, cloaking devices to evade radar, and invisible heat exhaust systems that evade satellite detection. The industrial team even created a revolutionary aerospace manufacturing process. Built in complete secrecy without a single blueprint, the airplane was designed and initially test flown for tens of thousands of hours on computer.

The trouble began when the B-2 prematurely came out of the black world and the billions spent for development shocked the public. The cost appeared staggering, particularly when not one plane had been delivered to the Air Force. Ignoring lower unit cost projections over the entire buy, one critic as-

signed the entire development cost to the two test aircraft and concluded that a single B-2 cost its weight in gold. Studies were produced that argued that the B-2 was technically flawed, that it was not totally invisible on the radar screen. (It actually produced an image the size of an insect, not bad for something as large as a DC-10!) Still another erroneous report argued that the B-2 could not fly in the rain.

The day the B-2 made its first actual flight cynics watched, convinced it would crash. To their horror, the plane flew. Can you imagine what would have happened to the Wright brothers had they been subjected to similar scrutiny and criticism? Legislative critics from both sides of the political aisle raised other questions. Whom would we fight? Would we be using the bomber to fight Italy, France, England? Why build it at all?

For four budget cycles a small but focused coalition of workers who understood the importance of the B-2 for the defense of the United States and the economic well being of the aerospace industry with its cutting edge technology kept the B-2 alive. *Coalition* members testified before Congress about the new technologies that the B-2 process had developed and the cutting edge manufacturing processes developed to build it. Senators Sam Nunn, Daniel Inouye, and others waged major fights and saved the B-2 on more than one occasion. Two years ago, the

*Coalition*, along with supporting Senators, attempting to save the stealth industrial subcontractor base, argued that a slow rate of production could keep both the B-2 and the technology alive at a reasonable cost. The opponents of the B-2 were not impressed. All the work was to no avail. The program was capped (some say knee-capped) at twenty aircraft when President Bush yielded to a coalition of liberal Democrats and conservative Republicans who cut a deal between the House National Security Committee and the Secretary of Defense to end the program.

The *Workforce Coalition* that fought the B-2 battle was not as broad and deep as the *National Industrial Base Workforce Coalition* of today. Today's Coalition has matured, and its impact on the survival of the space station and the C-17 is well recognized. An autopsy of the B-2 provides a clear warning for both present and future aerospace programs. Unless the members of the *National Industrial Base Workforce Coalition* stand together to defend each other's programs, more programs will be canceled. The *Coalition* will have to exert the same effort for current and future programs as it has for the space station and C-17. It is clear that what happened to the B-2 could happen to other programs. They could all share the same fate as the B-2. That's the real lesson to be learned from the cancellation of this aircraft. ❖



# C-130/F-22/P-3

## Coalition Offers Support For C130 Program



C-130J Military Transport

One of the most contentious battles of this legislative cycle occurred over the C-130J. The C-130 aircraft is the most recognized, and best known, because of its wide use by the National Guard, weather service, and disaster relief efforts. In fact, its multiple-use and popularity among the services has led most administrations to request a smaller number of C-130s in the federal budget, expecting the Congress to add more aircraft for National Guard and weather service units.

In past years, neither the President nor the Congress objected to the add-ons because defense budgets were large. This year, congressional supporters of the C-130 fought an uphill battle on many fronts. The administration, the Pentagon, and the media criticized the add-ons. In fact, Speaker Gingrich was attacked for supporting the C-130s.

The *National Industrial Base Workforce Coalition* mobilized to protect the C-130, arguing two points. First, the C-130 has great potential for foreign military sales, but there would be at least a two-year window before such sales could materialize. The *Coalition* reasoned that foreign governments would be looking at U.S. purchases of the C-130J since it was a new transport. They also contended that if

our own Air Force was not buying the "J" model how could we expect foreign governments to buy the plane.

Second, the *Coalition* argued that preserving the C-130 program and its workforce was essential for the survival of the F-22. The C-130 workforce will be building the F-22 fighter. Layoffs from a declining C-130 line will have a major

impact on the learning curve for the F-22 program, because it is still in the Engineering Manufacturing and Development stage. Therefore, any harm to the C-130 program is carried over into the F-22 program.

In the current environment, the F-22 is in the same vulnerable position that the B-2 held when program cuts began. With the example of the B-2 fresh in their minds, the *Coalition* launched a major effort to educate key members of Congress on this issue. Eight C-130J add-ons were needed in this budget cycle to keep the line viable. At the close of the legislative session, seven aircraft were added to the final defense budget. In addition, the Western Hemisphere Drug Elimination Act included authorization for at least six C-130Js.

### Drug Interdiction Act Authorizes New Aircraft Orders

In March of this year, the Congress created a program aimed at reducing the influx of illegal drugs into the country, the Western Hemisphere Drug Elimination Act. This act authorized \$2.7 billion for the next three years for aircraft, helicopters, ships, x-ray devices, aircraft sensors

and for personnel and operational support to be provided to the U.S. Customs Service, U.S. Coast Guard, DEA and DoD to stop the flow of drugs into the U.S.

The drug bill focused on stopping the illegal importation of drugs into the country, addressing the supply side of this national problem. The administration, on the other hand, has relied on education programs to deal with the demand side of the problem. To adequately address the drug problem in this country, we need to support funding for both the supply and the demand problems.

By late summer of this year's legislative session, the *Workforce Coalition* was conducting a double mobilization to cover both the C-130Js in the defense budget and the P-3 and C-130Js that were contained in the drug bill. Despite the heated battle, the *Coalition* prevailed in getting at least seven of the C-130Js and funding for modifying six P-3s in the drug bill.

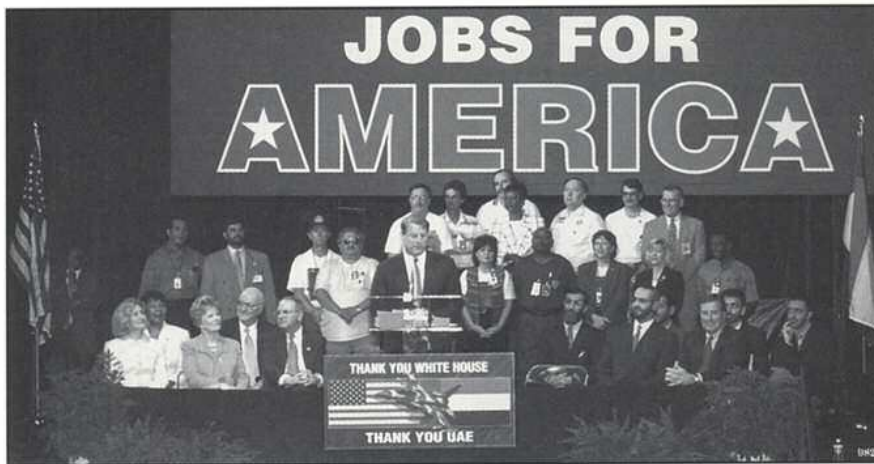
At the close of the 105<sup>th</sup> Congress, all of those involved in the C-130 controversy knew that the issue would surface again. The problem will come next year when the administration is not expected to request any C-130Js in the defense bill and is expected to oppose continued funding for the drug interdiction bill, focusing instead on funding drug education. The resignation of Speaker Gingrich and his departure from the Congress will eliminate the strongest ally for the C-130 as well as the prime mover behind the drug bill. Both programs will face impossible odds.

*Coalition* members will be meeting during December and January to create a strategy for the survival of their programs in a hostile environment. ♦



# F-16

## F-16 Wins Competition Over Euro Aircraft



Vice President Al Gore in Texas announces the sale of F-16s.

In a move that is crucial for the F-16 workforce in Texas and for subcontractor and supplier base workers in other states, Vice President Gore and the Crown Prince of Abu Dhabi announced the sale of 80 F-16s for the United Arab Emirates. The F-16 was selected over the French Rafale and the British Eurofighter, both of which are still in the development phase.

While U. S. aerospace workers from all military aircraft manufacturers were quick to applaud the fact that an American fighter won this competition, months later the approval process finalizing the sale had not been completed by the State Department. Concern arose that the sale might be withdrawn by the U.A.E. if the approval were delayed by the State Department.

Recognizing that speedy approval of foreign military sales is an issue that affects all aerospace workers and that U.A.E. termination of the agreement could result in the selection of a European fighter, members of the *National Industrial Base Workforce Coal-*

*ition* at Northrop Grumman's Baltimore facility, which produces the F-16 radar, contacted fellow coalition member Charles Bofferding, executive director of the Council of Engineers & Scientists Organizations (CESO). In response, Bofferding wrote to President Clinton and to Secretary of State Madeline Albright urging that the licensing process be completed quickly so that the U.A.E. would have assurance of the sale's approval. He argued that the current defense budget made foreign military sales a necessity.

"Because of cutbacks in defense, U.S. aerospace workers have lost hundreds of thousands of high-paying jobs. The membership of many of our aerospace locals has been decimated, some having fallen by more than 70%," Bofferding declared. The U. S. Air Force, Navy, and Air National Guard are not ordering aircraft in spite of the fact that the United States is the peacekeeper of the world. Hence, American aerospace workers are becoming more dependent on foreign military sales for their survival. This sale, Bofferding said, "repre-

sents more than 30,000 jobs in 40 states with 160,000 man-years of production."

*Coalition* members mobilized. They wrote, called and spoke with Members of Congress about the F-16 sale. Many union leaders who participated in this effort were not involved in F-16 production work but joined the mobilization as a show of support for their fellow *Coalition* members. Also of note, Wayne Myrick, recently elected President of Machinists Lodge 709 in Marietta, Georgia, particularly distinguished himself by adding the F-16 to his list of legislative priorities along with the C-130 and P-3 programs.

The *Coalition's* unity to save the F-16 sale stands out as a major example of how members of the *Workforce Coalition* have united to defend the jobs of all aerospace workers whether or not their workers will benefit directly. ❖

## Congratulations

The *National Industrial Base Workforce Coalition* congratulates **Duane Woerth** who was recently elected to the presidency of the Air Line Pilots Association. Captain Woerth previously held the position of First Vice President of ALPA. He has been a member of the *Coalition* and a strong supporter of the aerospace industrial base for several years. Aerospace and defense workers are pleased to have a *Coalition* member as head of one of the nation's largest unions. ❖



# C-17

## The Evolution Of The C-17 Cargo Plane

In 1998, the Congress approved a defense budget which provides \$2.6 billion for the purchase of 13 C-17 cargo planes, moving another step closer to the 120 aircraft cap on the program. This is a substantial decrease, from 220 to 120, in the original production number, causing concern among members of the *National Industrial Base Workforce Coalition*. Potential foreign military sales and commercial sales of the commercial variant of the C-17, the MD-17, may prove helpful in preventing the shutdown of contractor, subcontractor, and supplier lines for these two aircraft.

The last issue of the *Coalition Chronicle* focused on the history of the C-17 and the *Coalition's* support of the program. Also mentioned was the commercial version, the MD-17, and the possibility that the sales of the MD-17 might increase the number of production workers at McDonnell Douglas (now Boeing), thus lowering the price of the C-17 to the U.S. government. In addition, it would take

advantage of a potential market of hundreds of commercial MD-17 airlifters.

The cap of 120 planes means that suppliers producing long-lead components for the C-17 will begin to shut down their lines in

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***The demand for the C-17 in foreign markets is beginning to look promising. As the price of the basic airplane becomes more affordable, the commercial MD-17 will have great appeal.***

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1999. To prevent this and to keep subcontractor and supplier lines open, more C-17s will have to be ordered. One solution Boeing has taken is to actively pursue foreign military sales such as the joint Request for Proposal issued by the United Kingdom, France, Spain, and Belgium to address their long-term airlift requirements. This could mean as many as 35 additional C-17s on the production line.

In addition, the prospects are encouraging for the procurement

of four C-17s by the U.K. Recently, the United Kingdom identified a short-term and long-term need for airlift aircraft. The immediate requirement identified by name "four C-17 aircraft or their equivalent." Customers for the C-17 appreciate its ability to carry heavy, outsized equipment onto short, primitive air strips close to the battlefield.

The demand for the C-17 in foreign markets is beginning to look promising. As the price of the basic airplane becomes more affordable, the commercial MD-17 will have great appeal. While the U. S. commercial market for an MD-17 has not yet materialized, it is clear that the potential demand, both foreign and domestic, is great. One hurdle to overcome in the foreign military portion of the program is that the aircraft must be moved from the State Department's munition list, and placed on the Commerce Department's control list. Discussions between State and Commerce over the question of jurisdiction are underway.❖

## Fiscal Year 2000 Defense Budget

During this year's legislative session, considerable debate took place over funding the fiscal year 1999 defense budget. The testimony from the armed services and supporters for defense increases requested funding for "urgent personnel and readiness requirements of the armed forces." It appears there may be a repeat of this debate over procurement versus readiness when the Congress takes up

the fiscal year 2000 defense budget.

Credit Suisse First Boston analyst Peter Aseritis, in an October 13 *Washington Post* article, said that spending on defense weaponry (adjusted for inflation) has fallen about 70 percent since the mid-1980s. With respect to the FY2000 defense budget, sources in the Defense Department have indicated that some defense programs

could be curtailed or even terminated.

The *National Industrial Base Workforce Coalition* has long supported a strong defense budget, balancing procurement and readiness needs. As this year comes to a close, the *Coalition* has already begun preparations for the FY2000 defense budget hearings in the first session of the 106th Congress.❖



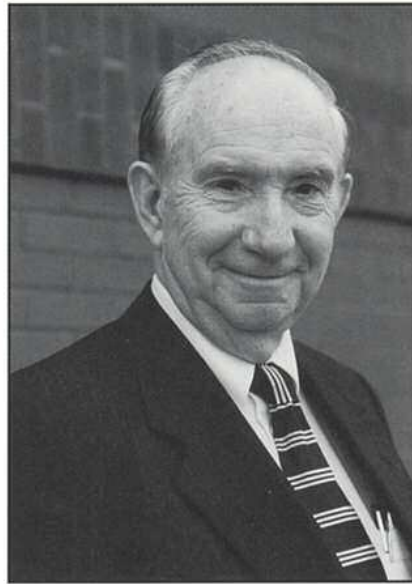
# Member Spotlight

## Organizations Provide Stability In Changing Industrial Environment

The *National Industrial Base Workforce Coalition* pays tribute to Harold J. Ammond, Executive Director of the Association of Scientists & Professional Engineering Personnel (ASPEP).

Over Harold's extensive and distinguished career in labor relations where he has undoubtedly seen company and union negotiators at their best and at their worst, he has energetically represented America's professional and technical personnel. "Much of the work that we do is basically ground-breaking from the point of view of representing the concerns of the professional and technical workforce," Harold said. "Over the years what we have seen through the organizations that we have represented is stability. We provided a channel for a professional man or woman to know the terms of his or her employment for the length of the contract so they can focus on their assignments which are usually state-of-the-art work. By providing that channel we lend a certainty to these individuals in today's world where we see company after company being absorbed."

Harold has personally experienced such mergers that often create uncertainty and stress for the workforce. Years ago when Harold began to represent engineers it was for workers at RCA. Then RCA was sold to General Electric. G. E. sold to Martin Marietta, which was later merged with Lockheed Aerospace to form Lockheed Martin. Most recently, Lockheed Martin sold off the Camden, New Jersey facility to L3 Communications! Harold said that,



Mr. Harold Ammond, Executive Director, Association of Professional Engineering Personnel -- ASPEP.

"In all of these transitions the union contract has been recognized by the company and has provided stability, in this hectic ten-year period of company mergers and acquisitions, for

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***"Much of the work that we do is basically ground-breaking from the point of view of representing the concerns of the professional and technical workforce."***

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the professional community we represent."

Harold has served in a leadership capacity at the Association of Scientists & Professional Engineering Personnel since 1961. In 1967, Harold founded the Council of Engineers & Scientists Organizations which was formalized in February 1968 in San Francisco. The CESO council is active in the public and private sector for engineers and scien-

tists. Harold has served in the CESO organization as its chairman, vice chairman and currently as the Legislative Director. The CESO group has been actively involved in many programs in Washington, DC which affect their membership throughout the country. CESO members including Harold have also been active participants in the *National Industrial Base Workforce Coalition* for many years, often testifying before congressional committees.

As an adjunct to CESO, in 1992 Harold initiated an investigation of other engineering and scientific organizations around the world which culminated in CESO sponsoring the First World Conference of Engineers & Scientists Organizations. At that conference members from 14 countries represented over two million engineering and scientific personnel. The Second World Conference of Engineers & Scientists Organizations will be held in Melbourne, Australia during the week of March 21-23, 1999.

Harold began his career, following graduation from Cornell's School of Industrial and Labor Relations, in the Labor Relations Department at Gimbels. He then served with the Retail Clerks International Association, the "State Street Operation" in Chicago, and later with the Retail Clerks Local 1407 in Pittsburgh.

Harold is married to former New Jersey State Senator Alene S. Ammond, and they have two daughters and a son.

The *National Industrial Base Workforce Coalition* salutes Harold Ammond. ♦



## Remembering The Forgotten Mechanic

Through the history of world aviation  
many names have come to the fore  
Great deeds of the past in our memory will last  
as they're joined by more and more.

When a man first started his labor  
in his quest to conquer the sky  
He was designer, mechanic and pilot,  
and he built a machine that would fly.

But somehow the order got twisted  
and then in the public's eye  
The only man that could be seen  
was the man who knew how to fly.

To be sure these pilots all earned it,  
to fly you have to have guts  
And they blazed their names in the hall of fame  
on wings with bailing wire struts.

But for each of these flying heroes  
there were thousands of little renown.  
And these were the men who worked on the planes  
but kept their feet on the ground.

We all know the name of Lindbergh,  
and we've read of his flight to fame.  
But think, if you can, of his maintenance man.  
Can you remember his name?

And think of our war time heroes,  
Gabreski, Jabara and Scott.  
Can you tell me the names of their Crew Chiefs?  
A thousand to one you cannot.

New pilots are highly trained people,  
and wings are not easily won.  
But without the work of the maintenance man  
our pilots would march with a gun.

So when you see mighty jet aircraft  
as they mark their way through the air,  
The grease-stained man with the wrench in his hand  
is the man who put them there.

Anonymous

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