

# Coalition Chronicle

Report to the National Industrial Base Workforce Coalition

Vol. 3, Issue 1

Winter 1999



Recognizing *Coalition* leaders waiting for a photo, President Clinton said, "Where do you want me?" The President then pushed back against the rope line with *Coalition* members encircling him. (Photo courtesy of the U.S. Department of Commerce)

## C-17 Globemaster III Transport Wins Malcolm Baldrige Award

On February 12, 1999, members of the engineering and production team of the C-17 Globemaster III transport joined **Phil Condit** and **Harry Stonecipher** in Washington, D.C. to accept the **Malcolm Baldrige Award** for excellence in manufacturing. The ceremony featured an address by **President William Clinton** who presented the award named for a former Secretary of Commerce. The award recognizes a monumental effort on the part of an entire company focused on quality in manufacturing. No one section or division's contribution could have earned the award.

Flanked by President Clinton and Commerce Secretary **William Daley**, the award was received

by Vice President-General Manager, Boeing Airlift & Tanker Programs, **David Spong**. The event was a celebration for the hard work of past and present C-17 program managers: **Mike Sears**, President of Boeing's Military Aircraft & Missiles Systems; and **Don Kozlowski**, former Senior Vice President C-17 Program Manager.

In addition to the C-17 workers from The Boeing Company, Solar Turbines, Inc., of San Diego, California, and Texas Nameplate Inc., of Dallas, Texas were also honored. The Boeing workforce delegation was led by **Kedrick Legg**, President of UAW Local 148, and **Steve Dunham**,

*See BALDRIGE, page 2*

### Inside This Issue

Pace Picks Up On ISS Assembly ..... 3  
NASA Administrator Thanks SPEEA for Support .. 4  
Scheduled Space Shuttle Launches ..... 5  
Commentary: We Need A Bigger Boat ..... 6

Books of Interest ..... 7  
F-22 Wins Budget Battle, But Not The War ..... 8  
*Workforce Coalition* Salutes Gary Eder ..... 11  
Remembering The Order Of The Planets ..... 12

# C-17



President Clinton talking with workforce leader, Kedrick Legg, President UAW Local 148, after the Malcolm Baldrige Award Ceremony. (Photo courtesy of the U.S. Department of Commerce)

## From BALDRIGE, page 1

Vice President of the Southern California Professional Engineering Association (SCPEA). Both unions were heavily involved and participated in the process which ultimately led to winning the award. UAW Local 148 Business Representative **Cheryl Bradshaw** also accompanied the Boeing workforce delegation.

Originally, *Coalition* facilitators were told that no photos would be possible at the event because of time restrictions. However, when President Clinton recognized *Coalition* leaders, he said, "Where do you want me?" The President then

pushed back against the rope line with *Coalition* members encircling him.

The C-17 is now being considered by some European countries to supplement their current transport fleets, but it is not without competition. The Airbus consortium plans to enter the market with an A-400M transport, also referred to as the Future Large Aircraft (FLA). Airbus assumes that the European Community would favor its own airlifter over the C-17. However, the C-17 and the yet to be built FLA are not comparable.

While all current military

airlifters are used in both military and civilian humanitarian relief missions, the C-17 is the most versatile aircraft in the world. The unique feature that distinguishes the C-17 from all other heavy lift transport aircraft is its ability to take off and land fully loaded on a grass or dirt airstrip one-third of a mile long. Thus, the C-17 provides the customer with virtually unlimited access to any area of the world. It is doubtful that any heavy lift aircraft can compete with the C-17 in its ability to deliver troops and materials right up to the battlefield or to engage in humanitarian missions with primitive landing fields.

The *National Industrial Base Workforce Coalition* congratulates the Boeing workforce involved in the C-17 Globemaster III Transport program. Their diligence and focus on quality earned this award. ❖

## 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.

Michael P. Balzano, Jr.  
Senior Editor

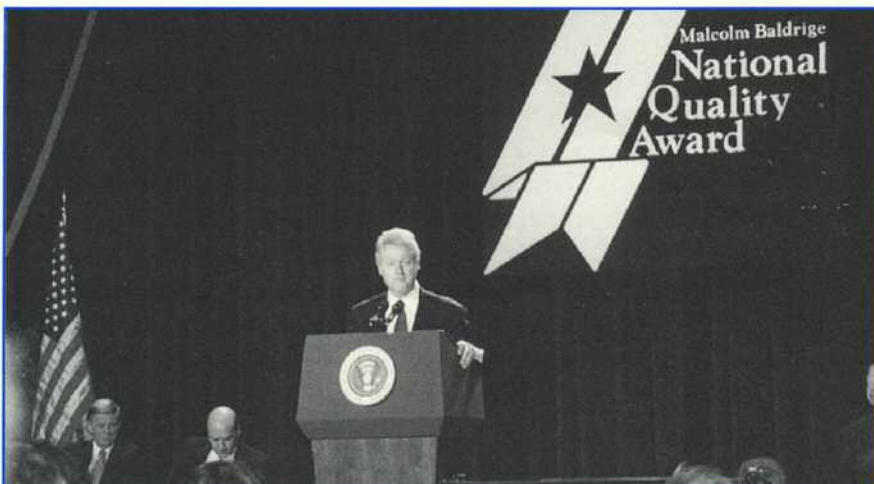
Ruthanne Goodman  
Managing Editor

Chris Balzano  
Janel Vermeulen  
Editorial Staff

Karen E. Loss  
Design/Production Manager

Linda Lewis  
Lewis Photography

A Seasonal Publication  
Balzano Associates  
1730 North Lynn Street, Suite 504  
Arlington, Virginia 22209  
(703)276-1412 Fax (703)276-1415



President Clinton addresses the audience at the Malcolm Baldrige Award. (Photo courtesy of the U.S. Department of Commerce)

# ISS

## Pace Picks Up On ISS Assembly

*The Winter 1998 issue of the Chronicle highlighted the U.S. - Russian partnership on the International Space Station program and congressional disenchantment as well as the activities of the workforce coalition mobilizing to save the Russian space station Mir. We pick up the story of the space station from the Fall/Winter months of 1998.*

During this past year, NASA celebrated the 30th Anniversary of the launch of Apollo 11 and man's first landing on the moon. Building on past successes, NASA paved the way for trips even farther from earth by orbiting the first components of the new outpost in space—the International Space Station (ISS).

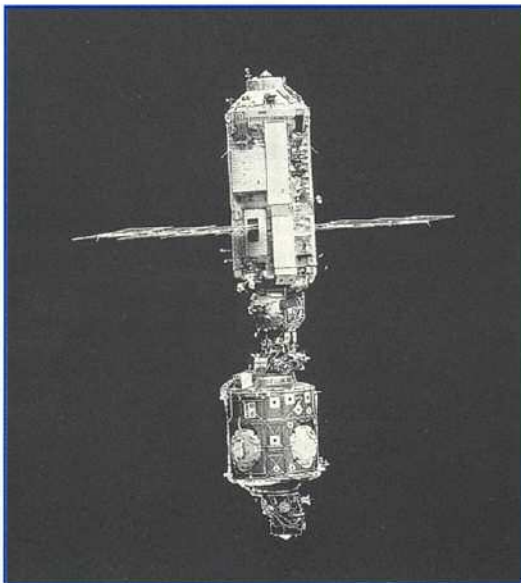
The ISS is the largest international space cooperative effort ever undertaken, involving sixteen countries, including Russia, Canada, Japan and the cooperating partners of the European Space Agency. Each of these countries has made a major financial commitment to this program. If the United States were to withdraw, we would be breaking our commitment to our partners, with a major impact on their space programs and national budgets. It would indicate to our partners that the United States is not a reliable partner and could affect many other current or future international agreements.

As the President expressed in his State of the Union Address,

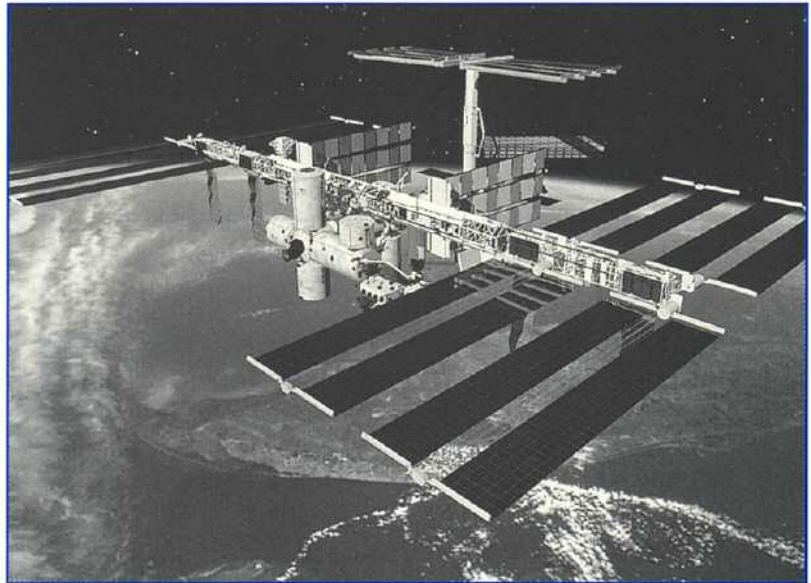
the United States must specifically focus on reaching out to Russia and encouraging their participation in the global economy while they work through difficult economic times. The ISS program provides Russia with the opportunity to further develop relations with the United States and the other partner countries. From the first phase of the U.S.-Russian joint venture to the current development phase, NASA has built a good working relationship with the Russian Space Agency on both professional and personal levels in support of this international technical program.

While American aerospace workers were initially fearful that U.S. jobs could be outsourced to

*See ISS, page 5*



The United States-built *Unity* connecting module (bottom) and the Russian-built *Zarya* module are backdropped against the blackness of space in this 70mm photograph taken from the Space Shuttle Endeavour. After devoting the major portion of its mission time to various tasks to ready the two docked modules for their International Space Station roles, the six-member crew released the tandem and performed a fly-around survey of the hardware. (Photo courtesy of NASA's Johnson Space Center, Houston, Texas)



This digital artist's concept shows the International Space Station passing over Florida after assembly is completed in 2003. The completed station will be powered by almost an acre of solar panels and have a mass of almost one million pounds. The pressurized volume of the station will be roughly equivalent to the space inside two jumbo jets. Station modules are being provided by the United States, Russia, Europe and Japan. Canada is providing a mechanical arm and "Canada Hand." In total, 16 countries are cooperating to provide a state-of-the-art complex of laboratories in the weightless environment of Earth orbit. (Photo courtesy of NASA's Johnson Space Center, Houston, Texas)

## NASA Administrator Thanks SPEEA For Support

On May 17, 1999, NASA Administrator **Dan Goldin**, while touring The Boeing Company in Seattle, asked to meet with the leaders of the Seattle Professional Engineering Employees Association (SPEEA). He wanted to thank them for helping the agency withstand the annual attacks on NASA's budget. SPEEA members attending this meeting included Executive Director **Charles Bofferding**, and the following Executive Board members: **Craig Buckham**, President; **Alan Rice**, Vice President; **Richard Taylor** Treasurer; and Members at Large **Stan Sorscher** and **John McLaren**. Council Chairman **Pat Waters**, Secretary **Laurel Reiff**, and Program Chairman **Joe Gregg** also attended.

Bofferding opened the meeting by giving Administrator Goldin a copy of the *Chronicle*. He told Goldin that SPEEA and members of the *National Industrial Base Workforce Coalition* wanted him to know that they were still solidly behind NASA and the International Space Station program.

This occasion was the first

time that Boeing's President of the Space & Communications Group, **Jim Albaugh**, had attended a meeting with SPEEA. Administrator Goldin laid out his agenda for NASA which included getting back to work on upgrading the shuttle and continuing the development of the next generation of launch vehicles. He also reviewed the progress on the International Space Station and noted that the first components were being placed in orbit.

Goldin emphasized that despite all the work that had been done by engineers and production workers thus far, the great bulk of the touch labor on the station was still ahead. Bofferding noted that SPEEA supported NASA's agenda even though Boeing engineers do not represent many employees working on NASA programs. "What is good for NASA is ultimately good for Boeing," Bofferding concluded. He said the *Workforce Coalition* would seek to testify before both platform committees in 2000 on the future of NASA programs. Albaugh was eager to offer input into that process

as well.

SPEEA's pledge to stand by NASA was once again tested in late summer of 1999 when the House Appropriations Committee moved to cut \$1.4 billion from NASA's proposed \$13.57 billion FY00 budget request. This severe NASA cut mirrored a \$1.8 billion cut in the F-22 program, another program that employs *National Industrial Base Workforce Coalition* workers. Both of these cuts were congressional attempts to stay within the budget caps.

Speaking in August about the cuts to NASA, Dan Goldin told *Aviation Week & Space Technology* that the proposed \$1.4 billion cut would seriously damage the agency. He cautioned, "What legacy will we leave the next generation if we fail to make this investment in their future?"

Sensing the urgency of NASA's situation, Bofferding convened an emergency meeting of *Coalition* members to obtain their support for a full workforce mobilization to gain the restoration of NASA's full budget request. The *Workforce Coalition* immediately sprang into action, authorizing a letter to every member of the House of Representatives urging them to fund the administration's original request for NASA rather than going along with the House Appropriations Committee's \$14 billion reduction. The workforce letter, signed by Charles H. Bofferding as the executive director of the Council of Engineers and Scientists Organizations and as a leader of the *National Industrial Base Workforce Coalition*, stated, "We are  
*See NASA, page 5*



NASA Administrator Dan Goldin (second from right) reviews articles in the *Coalition Chronicle* while attending the SPEEA meeting.

# ISS

## *From ISS, page 3*

Russia, that did not occur. There was plenty of work to keep aerospace workers in both nations fully employed. Virtually every union and engineering association in America has been involved in the space station program. Construction of the station in space—once a fantasy—has now begun.

Throughout 1998, we watched the space station go from a computer design to metal parts to an orbiting complex.

Early in 1999, the first shuttle mission was launched to connect the *Zarya*, the Russian-made component, with *Unity*, the U.S. counterpart. The *Zarya* was launched from the Baikonur launch center, while *Unity* was launched on a U.S. space shuttle from Cape Kennedy. Thus began the construction phase of the station that will require over fifty launches to complete. Soon afterward, a second shuttle docked with the space station to deliver supplies and electrical components to prepare the station for the first crew slated to arrive after the launch of the next components. Assembly of the station will mark the beginning of a permanent human presence in space.❖

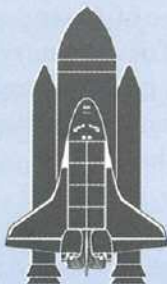


Boeing Senior V.P. and President, Space & Communications Group, James F. Albaugh (third from right) and NASA Administrator Dan Goldin (sixth from left) meet with SPEEA leadership during a tour of the Boeing headquarters.

## *From NASA, page 4*

concerned that the agency's reductions will be spread across NASA, causing serious long-range damage to many of the agency's programs. In addition, we are worried that the cuts may force NASA to implement an across-the-board furlough or hiring freeze for civil servants. Such an action would delay, if not jeopardize NASA programs, causing an increase in overall program costs. Finally, there is a definite correlation between cuts in funding of future NASA space science programs and our launch industry, as these scientific projects will be placed in orbit by American launch vehicles."

*Coalition* members contacted members of Congress in their home districts during the August/September recess. They also called labor allies in the Senate urging them to hold the line on the President's budget for NASA. Late in September, the Senate Appropriators approved a \$13.6 billion FY00 budget for NASA. By late October, the full Congress had voted and adopted a \$13.65 billion NASA budget. Members of the *National Industrial Base Workforce Coalition* are to be congratulated for their efforts on behalf of NASA and the International Space Station.❖



## Scheduled Space Shuttle Launches

(as we go to press)

April 13, 2000    Mission STS-101    *International Space Station*    2A.2a, T-O: 8:41 pm EDT  
August 19, 2000    Mission STS-106    *International Space Station*    2A.2b

# Chronicle Commentary

## We Need A Bigger Boat

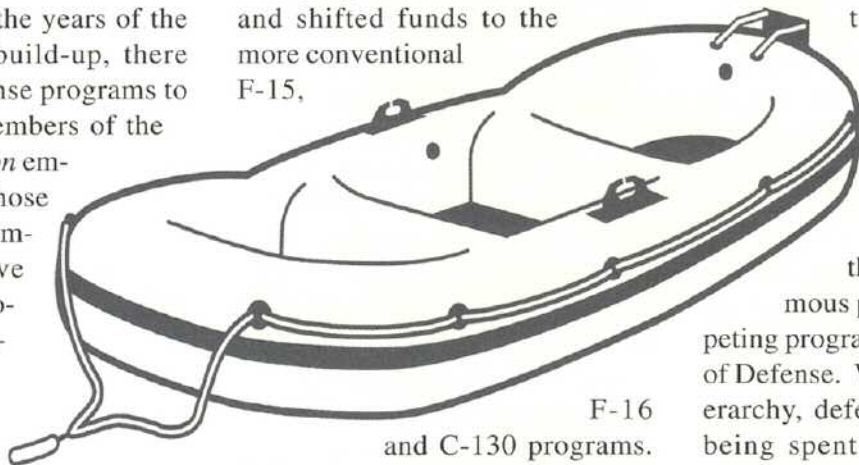
The last issue of the *Coalition Chronicle* ran an editorial entitled "The B-2 And You," which traced the events that led to the termination of the B-2 program. The disappearance of a Soviet threat, the congressional response to social constituencies demanding a peace dividend, and the increased cost of the B-2 because of reduced quantity all played a part in terminating the B-2 program. That editorial signaled a warning to *Coalition* members that the F-22 and the Joint Strike Fighter could suffer the same fate as the B-2 for the same reasons.

Throughout the years of the Reagan defense build-up, there were enough defense programs to keep all of the members of the *Workforce Coalition* employed. Still, in those days, *Coalition* members united to save two endangered programs: space station and C-17. During that period, the *Workforce Coalition* actively defended each other's programs and also succeeded in preserving the C-17 and the C-130 programs as well as holding the line on the F-15 and F-16 programs. But throughout the 1990s, the defense budget was reduced by tens of billions of dollars. Thus began an overall annual reduction, across the board, for most defense programs, creating the situation we have today where each program is now pitted against the others in a fight for funding. It has become an industrial game of musical chairs that eliminates programs at the end

of each cycle.

The mergers in the defense and space industries have increased the winner-take-all atmosphere. However, during the 1990s, *Workforce Coalition* members continued their united effort and stood by each other to preserve the current assembly lines as a bridge to the next generation aircraft.

This one-for-all and all-for-one workforce alliance continued until the first session of the 106th Congress when congressional appropriators, faced with budget caps, voted to cut \$1.8 billion from the F-22 program, (remember the B-2) and shifted funds to the more conventional F-15,



F-16 and C-130 programs. This placed a new strain on *Workforce Coalition* members, forcing them to choose between keeping a current line open or facing a complete shut-down. This left them with only the hope that their company would have a part of the F-22 or would win the Joint Strike Fighter competition. It was a question of four to eight planes that kept the line open and saved jobs in the short-run, or trusting that somehow they would win a program two or three years away.

With the 1999 congressional action on the FY00 defense budget, every ball on the pool table was

scattered in the break. This created the "winners" and "losers" atmosphere that not only pitted defense programs against each other, but also the current generation of aircraft against the next generation. Instead of fighting for a larger defense budget that would fund the next generation of fighters, bombers, transports and helicopters, some unions opted for maintaining the jobs associated with the current generation of aircraft and understandably fought to keep the current lines open. Still, the majority of the unions in the coalition remained united in fighting to restore the F-22 funding (*see related article on page 8*).

Assuming that the defense budget may be increased in 2000, there will still be enormous pressure to fund competing programs in the Department of Defense. Within the defense hierarchy, defense dollars are now being spent on force structure, troop morale, retention of pilots, increases in military pay and retirement benefits, military housing, and other human needs at the expense of current weapons procurement, research and development, and future-generation weaponry. Additionally, the use of American military assets for an increasing number of overseas humanitarian and peacekeeping deployments has further diminished defense procurement dollars.

The Congress will be torn between different funding priorities. Social constituencies demanding

*See BOAT, page 7*

**From BOAT, page 6**

preservation of existing entitlement programs as well as new entitlements in Medicare and prescription drugs could shift funds from the F-22 and the Joint Strike Fighter programs. In this climate, absent a credible military threat, defense programs will lose to programs designed to preserve entitlements and social safety nets.

So where does that leave all of our competing programs? At the present time, our situation can be likened to a lifeboat that only holds five people, while there are eight people in the water. Every time someone climbs into the boat, someone else is shoved over the other side. The workforce can, of course, choose to try and stay in the boat and keep anyone else from climbing aboard. The only problem with that strategy is that each year we are given a smaller boat. The real answer is, we need a bigger boat.

The *Workforce Coalition* must now focus on increasing the top line of the defense budget to cover all of our programs. This does not mean that *Coalition* members stop fighting for their own programs. It means that they recognize the way to save individual programs is to put more money in the defense budget to cover all of the programs.

Over the last several years, the workforce was successful in keeping programs alive using the tactics of one-for-all and all-for-one. The *Coalition* must now change its strategy and work to raise the top line of the defense budget. We have two major opportunities to affect change. The first is during committee hearings that lie ahead, where a bipartisan workforce outreach should be made to legislators. The workforce must convince them that playing one program against another, or dividing

the current generation of aircraft in its twilight years from the bright future of the next generation fighter, bomber, and airlift programs is unwise.

Second, we have the good fortune of 2000 being a presidential election year. Both parties will want the support of the industrial base workers and should use that opportunity to plead their case.

We do not have a great deal of time. A similar round of musical chairs will be played with the defense budget in the summer of 2000. The bottom line is that unless the workforce concentrates on raising the top line of the defense budget, programs that survived in 1999 may not make it in the 2000 legislative session. Over the Spring of 2000, *Coalition* leaders will be meeting to map out a strategy to build a bigger boat. ❖

---

---

## Books of Interest

***Management Challenges for the 21<sup>st</sup> Century***, Peter F. Drucker. In his first major new book since *Post-Capitalist Society*, Drucker discusses the new paradigms of management—how they have changed, and will continue to change, our basic assumptions about the practices and principles of management.

***Measures of Quality & High Performance***, Richard M. Hodgetts. Only an elite few organizations have won the Malcolm Baldrige National Quality Award. They are the world-class competitors—the ones that have demonstrated to the world new ways

to improve quality and response time, reduce costs, and gain market share. Here, Hodgetts looks closely at these innovators and explains how your organization (regardless of size) can emulate them.

***The New Pioneers: The Men and Women Who Are Transforming the Workplace and Marketplace***, Thomas Petzinger, Jr. In this book, Petzinger draws from corporate case studies of companies in more than forty cities in thirty states, as well as accounts from overseas. His startling conclusions reveal not only a changing of the guard but far-reaching changes in the way business is being conducted.

***Competitive Advantage Through People: Unleashing the Power of the Work Force***, Jeffrey Pfeffer. This book offers a presentation of how companies of all sizes and in all industries can dramatically improve performance by redefining relationships with workers.



# F-22

## F-22 Wins Budget Battle, But Not The War



F-22 Raptor -- Air Dominance for the 21<sup>st</sup> Century (Photo courtesy of Lockheed Martin Corporation)

The 1999 congressional budget debates held a surprise for the F-22 and other aircraft programs in the U.S. defense budget. With the air war in Kosovo still raging, many analysts on Capitol Hill were predicting a boost in overall defense spending. In fact, by mid-June, the Senate had already passed a \$264.7 billion dollar defense appropriations bill for FY00 which included an increase in weapons procurement that was more than the White House requested. The Senate bill also fully funded the \$1.6 billion request for six F-22s plus \$277.1 million for advanced procurement of the F-22. At that time, however, a senior Senate staff member said there was enough ambivalence in the Senate to spell the demise of the F-22 if the full House

moved to kill it.

In mid-July, the House Appropriations Subcommittee on Defense, chaired by **Rep. Jerry Lewis**, stunned the Air Force, the industry, and the workforce by its decision to cut \$1.8 billion dollars from the F-22 program. The subcommittee's action was surprising because it did not fit the conservative make-up of a committee that had been traditionally strong on defense. Subcommittee members voted instead to redirect the \$1.8 billion to pay for other aircraft and personnel issues.

The redirected funds included procurement of additional F-15 and F-16 fighters, as well as C-130J tanker aircraft and incentives to keep pilots from leaving the military. The remain-

ing \$1.2 billion would go for research and development to keep the F-22 alive while the Pentagon reassessed the program.

It was at this point that *Workforce Coalition* members realized that this decision would divide the unity within the *Coalition* by inducing some unions to support current aircraft programs to keep a line open rather than gamble on an endangered F-22.

In the days that followed, the unions began trying to figure out how to handle the impact of the subcommittee's decision, since it placed workers in current programs at odds with workers on the next generation of fighter aircraft. A decision was made to focus on restoring the F-22 funds, with the majority of the *Coalition*

*See F22, page 9*



# F-22

From F-22, page 8

standing behind the F-22 program rather than fighting to keep current program lines open.

Throughout the remainder of the legislative session, the *Workforce Coalition* was involved in a national campaign to restore the funds. Virtually every member of the *Coalition* was involved. The campaign was launched by unions in Pennsylvania that approached **Rep. John Murtha**, a long-time friend of the labor movement. Murtha informed *Coalition* members that the vote to cut the F-22 funding was unanimous. He argued that the cost of this aircraft was out of control and said a reversal of the cut would not be easy; it would require the support of other congressional delegations whose constituents were involved in the program. Realizing the seriousness of this cut to the future of the F-22 and hoping to avoid a repeat of the B-2 cancellation, *Coalition* members initiated a seven-state mobilization in those states that were either prime, subcontractors or suppliers on the F-22. Unions in Pennsylvania, New Jersey, Maryland, Georgia, Washington, California, Connecticut and Florida led the mobilization.

The Salaried Employees Association (SEA) in Maryland, and the Association of Scientists and Professional Engineering Personnel (ASPEP) in New Jersey worked closely with the UAW in Pennsylvania and the IAM in Georgia. Due to their proximity to Washington, D.C., ASPEP and SEA have generally been the first *Coalition* members to respond to national calls for help.

**Gary Eder**, President of SEA, delivered a resolution and met with all of the Maryland congressional delegation urging support of the F-22. A resolution given to former Secretary of



Workforce leaders Chris Campbell (Recording Secretary) and Johnny Gomez (Chief Steward) of California IAM Local 964 meet with Congressman Jerry Lewis (center) in his California office.

the Air Force, **Sheila Widnall**, was hand-delivered to congressmen who had been supportive in the past. **Harold Ammond**, speaking as the Legislative Chairman of the Council of Engineers and Scientists Organization, contacted the New Jersey delegation and was successful in gaining their support.

The legislative committee from Georgia's IAM Local 709 swung into action and began telephoning and visiting the district offices of members of Congress. The Georgia State Council of Machinists and the State Federation of the AFL-CIO were also involved. The State Federation contacted union-friendly members of Congress from the neighboring states. **Wayne Myrick**, President of IAM Local 709, wrote to **Chairman Jerry Lewis**, and to **Senator Ted Stevens**, Chairman of the Senate Appropriations Committee, noting the domino affect that cutting the F-22 would have on other advanced aircraft. Myrick argued, "Cutting the F-22 will cause the JSF (Joint Strike Fighter) to be redesigned and reconfigured since its development relies upon F-22 production technolo-

gies." He clearly stated the national workforce implications of the F-22 with its 4,500 suppliers in 48 states, noting that at peak production the F-22 would employ 28,000 direct and 112,000 indirect aerospace workers.

F-22 *Workforce Coalition* members in California contacted congressional delegates, members of the California State Assembly, and Governor Gray Davis. **Dale Herron**, President of the Engineers and Scientists Guild, working with the IAM in Palmdale, Huntington Beach, San Diego and Riverside, sent workforce delegations to visit the district offices of **Congressmen Buck McKeon, Duke Cunningham, Duncan Hunter, and Jerry Lewis**. The union members of the *Coalition* from Palmdale and Riverside met with **Chairman Jerry Lewis**. He welcomed the delegation, indicating that he was not an enemy of the F-22. He said Congress was attempting to send a signal to both the Air Force and the contractor that there was a real need to tighten up the F-22 program.

Lewis stated that in an era when  
*See F22, page 10*

# F-22

*From F-22, page 9*

defense spending is under severe criticism because of shortages of parts, the retirement of pilots, and stories of servicemen on food stamps, no program would be unchallenged. He assured the delegation that he would work with the Senate to resolve the problem.

In Dale Herron's letter to **California Governor Gray Davis**, he made the critical link between the loss of the F-22 and the JSF. "Finally," he said, "Lockheed Martin workers will be building the Joint Strike Fighter, the follow-on program to the F-22. If we lose the F-22, we will lose the learning curve that will give California workers a chance to win the Joint Strike Fighter." Governor Davis informed the *Coalition* that when it came to California aerospace jobs, he would be an activist governor. Following the battle over the F-22, the governor's office has been in constant contact with the *Coalition* leadership in California as well as other states.

While the fight over the F-22 involved congressional dissatisfaction with the status of the program, a major part of that discontent centered on cost.

As the defense budget has been falling over recent years, the funding battles between the services have placed enormous strain on unions building the different programs.

Nonetheless, the *Coalition* has remained together with each of the members supporting the programs of other members so they could all survive. This year, however, it became clear that funding one program alone would likely kill another. This was especially true with those programs scheduled to be replaced by the F-22 and JSF.

The F-22 conflict placed all of the *Coalition* member programs in a winner-take-all scenario. Debate centered on whether the Department of Defense would continue to buy F-15s, F-16s, and C-130Js, all of which were in the process of winning foreign military sales that would keep their lines open. Without these sales, the lines would have to be shut down for lack of orders.

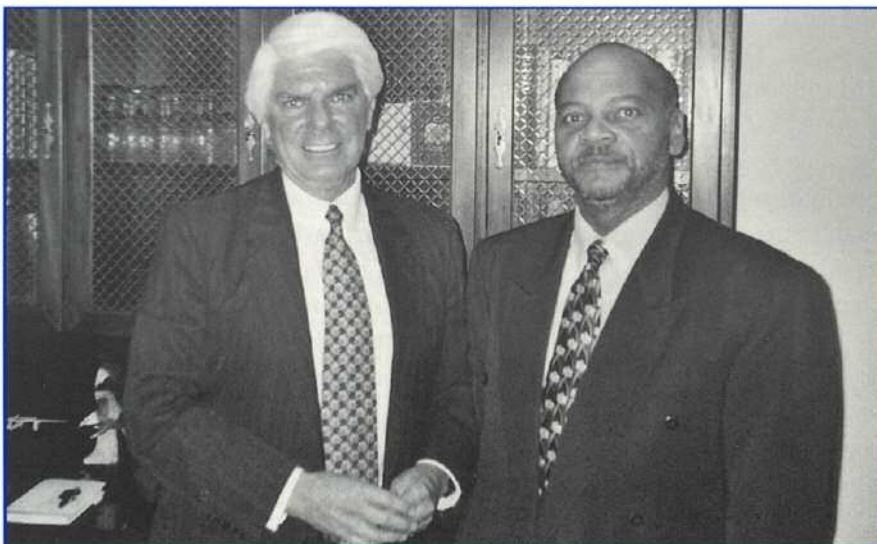
Sensing the conflict between current and future programs, **Charles Bofferding**, Executive Director of SPEEA, tried to alert the appropria-

tions committees about the dangers of closing current aircraft production lines employing the same workers who would be needed for the JSF program. Bofferding wrote to every member of the House and Senate Appropriations Committees, arguing that the members should think about the success of the B-2 in Kosovo.

In his letter to House Appropriations Committee **Chairman C.W. "Bill" Young**, Bofferding noted that while the media, the Congress, and the Administration regretted that there were not more B-2s in the arsenal. He wrote, "No one took note of the fact that the assembly line and the supplier base had been dismantled, eliminating the option for additional aircraft." He used the occasion to urge the appropriators to keep the F-15 and C-130 lines open in the near term in order to keep the skilled workforce that would be needed to produce the next generation of aircraft scheduled for production in early 2000-03.

Ultimately the F-22 survived, but in 1999 we won the battle – not the war. The Congress could, at any time, reduce or eliminate the ten production airplanes that came out of the conference committee. Additionally, after the battle over F-22 funding, there were winners and losers in other programs. The appropriators funded five F-15s, fifteen F-16s, and eight C-130Js. However, in the final congressional action, the F-16 survived in the short-run by having its numbers cut back to ten. The F-15 and C-130J, while not originally in the President's budget, survived the conference committee with five F-15s and two C-130Js.

The *Workforce Coalition* hopes that there will be continued funding for all defense programs employing its members, and that no "surprises" occur in the FY01 congressional debates. ❖



Dale Herron, President of the Engineers & Scientists Guild (on the right), led workforce delegations to meet with state and federal officials. Above photo shows Herron meeting with California Congressman Jerry Lewis.

# Member Spotlight

## Workforce Coalition Salutes Gary Eder



Gary Eder, former President of the Salaried Employees Association (SEA) representing radar workers in Maryland, now serving in his new position with the Federal Mediation & Conciliation Service (FMCS).

The *National Industrial Base Workforce Coalition* is proud to honor **Gary Eder** in this issue of the *Chronicle*. Gary was a member of the *Coalition* for almost fifteen years. He recently stepped down from the presidency of the Salaried Employees Association (SEA), a union representing radar workers in Maryland to accept a position with the Federal Mediation & Conciliation Service (FMCS). Our loss will be a gain for the FMCS. We wish him the best of luck.

As an activist member of the *Coalition*, Gary often served in a leadership role in workforce mobilizations supporting programs that employ *Coalition* members and their workforces. For example, on July 15, 1999, he wrote to **Senator Barbara Mikulski** thanking her for supporting the International

Space Station. In his letter, Gary described the *Coalition* and its activities this way: "The *Coalition* operates very much like the Colonial Minutemen who assembled to deal with specific issues affecting their members."

Gary's legislative experience on behalf of his SEA members and the *Coalition* included addressing defense procurement issues and research and development funding before platform committee hearings. He also participated in meetings with a number of congressional delegates from all around the country on behalf of aerospace and defense workers.

Gary will be well-suited for his new position since over the last 28 years he has been an active force in the negotiation of both national and local labor contract agreements. In this capacity, his experience includes interpretation of contracts, contractual language,

---

***"The Coalition operates very much like the Colonial Minutemen who assembled to deal with specific issues affecting their members."***

---

benefits plans study and input, and the application of contracts. His expertise in negotiating national contracts and all benefit plans for Professional, Technical, and Clerical employees was integral to achieving contract success before termination date without any work stoppages.

He was active in the 1993/1986 negotiations with Tomson

CGR Medical Corporation, 1988/1991/1994 Westinghouse Electric Corporation contracts, the 1996 Northrop Grumman Successor Asset Purchase Agreement, and the 1998 Northrop Grumman contract for represented employees.

Gary's thirty-five years of experience with Northrop Grumman (formerly *Westinghouse Electric Corporation*) in Baltimore, Maryland included a wide variety of positions from clerking to expediting to writing and control production coordination. In 1986, he became President of the Salaried Employees Association.

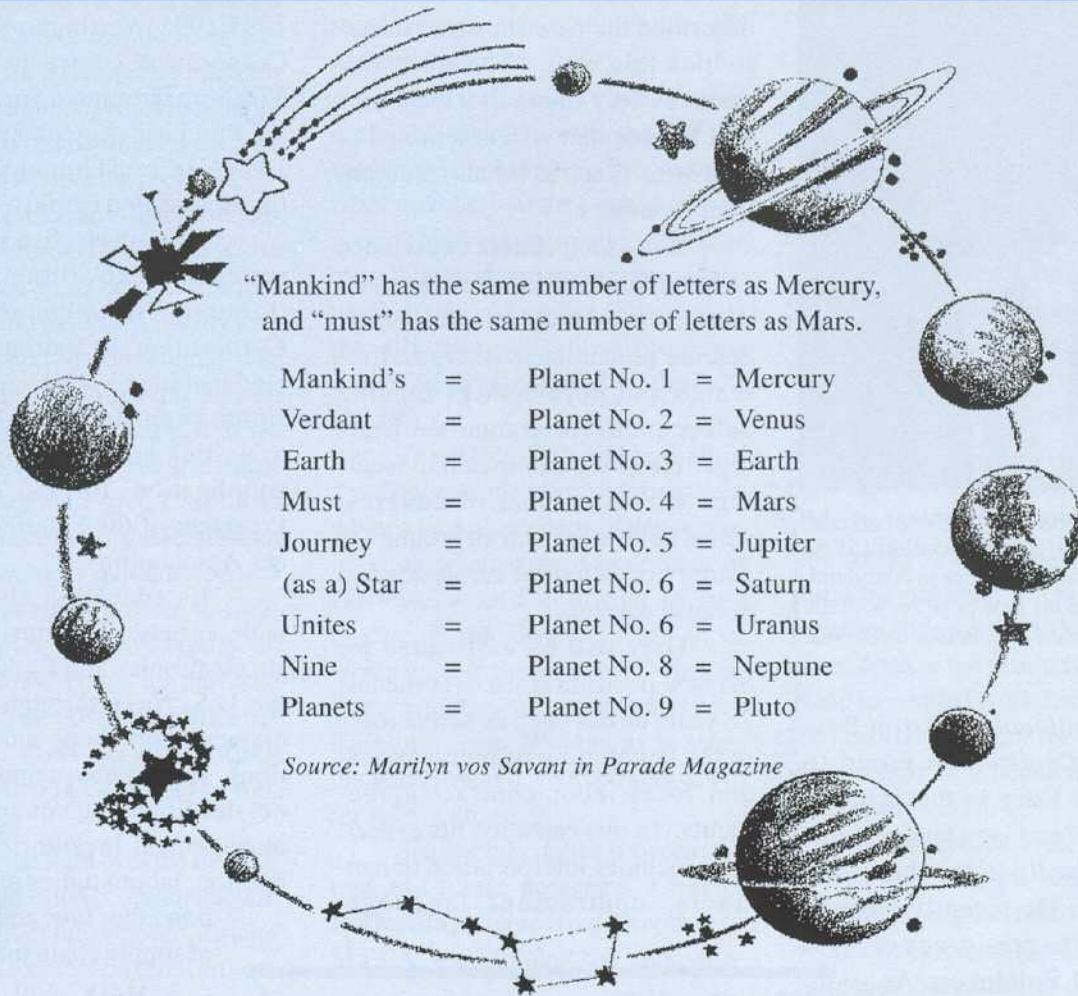
His education also spans a wide variety of interests from basic electronics and Radioman with the U.S. Navy through numerous classes, workshops and certifications. His studies included personnel development, communication, management inventories and production, labor studies and association labor law, and the basics of supply chain management.

Gary and his wife Karen reside in Glen Burnie, Maryland with their three children. His hobbies include chess, woodworking, landscaping and raising tropical fish.

The *National Industrial Base Workforce Coalition* salutes **Gary Eder**, thanks him for his years of service to the *Coalition*, and wishes him well in his new position. Gary will be succeeded by *Coalition* veteran **Julie Hafner**. Like Gary, she has been most supportive of other unions in the *Coalition* and we look forward to working with her in the future. ❖

# Remembering The Order of the Planets

Mankind's Verdant Earth Must Journey (as a) Star Unites Nine Planets



National Industrial Base Workforce Coalition  
1730 North Lynn Street, Suite 504  
Arlington, Virginia 22209