

Coalition Chronicle

Report to the National Industrial Base Workforce Coalition

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Newport News Photo

“Set the First Watch”

The Winter 2016-2017 issue of the *Coalition Chronicle* covered **President Trump’s** visit to the Newport News Shipyard and his tour of the Ford carrier at its delivery. He told the Navy brass and a cheering crowd of shipyard workers that he would return for the commissioning of the carrier later in the year.

On July 22, 2017, he kept that promise by returning for the ceremony where he told a massive gathering of shipyard workers, Navy brass and dignitaries that he was there to honor everyone involved in designing, building and manning the Gerald R Ford.

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Dignitaries present included **Susan Ford Bales**, daughter of **President Gerald Ford**, Chief of Naval Operations **Admiral John Richardson**, **Secretary of Defense James Mattis**, and former **Secretaries of Defense Donald Rumsfeld** and **Dick Cheney**, who, during their terms as Secretary of Defense, frequently met with *Workforce Coalition* members.

Trump described the Ford carrier as the newest, most advanced aircraft carrier in the history of the world. He paid tribute to both those who designed and built the carrier as well as the men and women who would sail her.

Highlighting the moment when the turbines would roar to life and the beautiful bronze propellers would begin to spin, he stated, "We are here to witness the moment when this incredible work of art becomes the pride of the US Navy and a symbol of American power and prestige. American steel and hands constructed this 100,000-ton message to the world that America's might is second to none and that we are getting bigger and better and stronger every day."

He gave clear warning to America's enemies: "Wherever this vessel cuts through the horizon, our allies will rest easy and our enemies will shake with

fear because everyone will know that America is coming and coming strong." He reminded the assembled dignitaries, sailors, and the craftsman who built this fortress on the sea, that it is an instrument of war that keeps the peace. It both prevents America from fighting in the first place, and ensures that, if we do have to fight we will win.

Citing former President Gerald Ford, who believed that America's lack of preparedness before World War II emboldened America's enemies and made war inevitable, he noted Ford's service in the Navy and action in the South Pacific. He pledged government support for the men and women who would crew the Ford, vowing to stand behind them by providing the most modern, up-to-date equipment, and criticized sequestration as weakening the military. While he pledged adequate funding for the military, including increased budgets, he also said these new weapons must be produced on time and below current costs.

President Trump concluded his remarks by praising those who would sail the Ford. "Our true strength is our people," he said. "Our greatest weapon is all of you. You love America and are willing to fight for America."

He concluded his remarks by ordering **Captain Richard McCormack** to set the first watch, then saluted the crew, saying, "America is proud of you. You are all patriots." ♦

Coalition Chronicle

*National Industrial Base
Workforce Coalition*

Representing American scientists, engineers, technical, professional, service & production workers in maritime, aerospace, defense, electronics, energy, tele-comm., transportation, pharmaceutical and base industries in both the public and private sectors.

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One Era Ends, Another Beckons



Matt Mulherin, President, Newport News Shipyard *Newport News Photo*

The commissioning of CVN-78, the US aircraft carrier Gerald R. Ford, featured Huntington Ingalls' outgoing **Newport News Shipyard President Matthew Mulherin**, capping a 36-year career that encompassed every aspect of shipbuilding. Throughout his career, Matt - as everyone knew him -- was respected by the workers in the yard because of his hands-on experience in shipbuilding and his support for the men and women who spend their lives building and repairing aircraft carriers and nuclear submarines that are so vital to America's national security.

Not surprisingly, Mulherin directed his remarks to the workforce: "Shipbuilding is not easy," he said. He described the 20,000 shipbuilders as the finest men and women in the industry. "They come to work each day to do their best and be their best." Referring to President Ford's adherence to the work

ethic, he quoted the President's often repeated comment -- "the harder you work, the luckier you are. And I work like hell." Mulherin added, "Our shipbuilders work like hell every single day" stating that Huntington shipbuilders are lucky to be part of an industry that allows them to be part of something greater than themselves.

He concluded by saying that the Ford carrier represents the very best of American manufacturing. Mulherin was there through the entire process of construction of the CVN-78 -- the laying of its keel, its design, construction and her sea trials. He honored the sponsor of the ship, **Susan Ford Bales**, daughter of President Ford, noting that her father represented strength, courage and integrity. As sponsor for the carrier, she provides a living connection with the ship that bears her father's name. ♦

Maintaining US Air Superiority

By: Chris Balzano
NIBWC Managing Editor

An essential component in the preservation of our national security is the acquisition of aircraft that will be needed to outfit the 355-ship Navy proposed by **President Trump**. The threat of an aggressive Chinese presence on the high seas, as well as Russian deployment of forces in Europe and their presence in the middle east, makes it critical to address the shortfalls in naval aircraft over the next decade.

Many of the existing airframes used by the Navy and Marines are aging and, with near constant deployment, are wearing out faster than they can be maintained and replaced. While it is expected that a certain number of aircraft will be down for maintenance, that percentage has surged in the last few years. Increased operational tempo and the constraints of the Budget Control Act have left US forces with a minimal number of airwings for deployment.

One of the most important aircraft to the security and success of the Navy is the **E-2D Advanced Hawkeye** early warning aircraft. Stationed high above the fleet, the E-2D provides a radar umbrella over carrier battle groups. This early warning system enables the battle group to detect and respond to threats long before they become a danger.

The **F/A-18E/F Super Hornet** is the mainstay of the US Navy's air assets and the backbone of offensive capability of the carrier group. These aircraft need to be produced in sufficient numbers if the Navy is to meet all its current and future obligations.

Companion to the Super Hornet is the **EA-18G Growler** whose electronic warfare pods allow for various types of electronic jamming to blind enemy forces.

Moving toward the future is the roll out of the **F-35 Lightning II**. Its arrival signals a sea change in US military capabilities. Now being tested for carrier operations, the F-35 represents a state-of-the-art achievement that maintains our ability to dominate the skies.

Looking at the development of next generation drone aircraft, the **MQ-25 Stingray** is under consideration by the Navy that will be deciding in the new year whether or not to procure a tanker drone variant to replace the F-18 tankers currently in use. If selected for production, the MQ-25 would reduce operational hours for the F-18 fleet, and the workload on pilots who then would be free to take on combat missions. The *Workforce Coalition* will be monitoring this program, as it marks the future of aircraft concept and deployment strategy, and the effects these changes will have on members of the *Coalition* and the workers they represent.

Lastly, the **V-22 Osprey**, a tilt-rotor aircraft, is becoming the go-to aircraft for the US Marines. The 400-mile range combined with inflight refueling capability allow the Marines a greater flexibility to deploy into hostile territory from Amphibious Assault Ships. The proliferation of coastal cruise missiles in contested environments have forced US Marine Expeditionary Groups to pull back out of range, a distance that can no longer effectively be covered by traditional helicopters. This issue of range makes our support for the V-22, and its capabilities, all the more critical.

It should be remembered that our carrier fleet benefits from the lethality of the aircraft that go aboard our ships, for they are not only the attack group, but they also protect the carrier. It is therefore essential that we have enough aircraft to fill the spaces on those ships now in service and those yet to be built. Additionally, the advanced aeronautics and radar systems build by American workers will guide and protect these warbirds and Navy ships. These programs and systems also must be funded and supported.

We urge President Trump and the US Congress to show a continuing commitment to these critical systems. The members of the *NIBWC* stand ready to provide our voices in support of this effort. ♦

Crisis in the Supply Chain

By Dave Goodreau

The Center for Strategic and International Studies (CSIS) recently reported that 17,000 US defense suppliers have left the defense industry. Are we surprised?

For thirty years, we have collectively been shouting from the rooftops that America's policy towards manufacturing was slowly creating a "clear and present danger". The CSIS report is just the latest to highlight the disturbing outcome of local, state, and federal policies largely responsible for the loss of five million manufacturing jobs between 1990-2014! I would argue that it is difficult for policymakers to champion industrial programs when they do not appreciate the technical skills required to manage defense products. The tragic statistics cited above show that public policy managers do not fully understand the manufacturing process.

We live in an age where manufacturers have dramatically shifted operations and accompanying jobs offshore or into small to mid-sized vendors. Today, the customers' ability to drive improvement and contract performance is severely reduced. Supply chain operators live in a risky environment where changes to public policy and the availability of skilled workers negatively impact operating costs.

The loss of 17,000 defense suppliers is the market response to the risks vendors take and explains

both the loss of manufacturing infrastructures and its impact on our economic and national security.



The Small Manufacturing Association (SMA) has been part of our *Workforce Coalition* for 25 years. We understand the threats to our supply chain and the American industrial worker. We are connected through our love of country and the industrial skills that made America strong! That connection leads us to accept the responsibility to fight for core American economic and cultural values – the American mechanical skills and the contracts that support our defense industrial base.

There is an urgent need to reverse our industrial decline. This is a battle that must be fought inside and out! We have to start with what we can accomplish ourselves. We need to increase the membership in our coalition, identify spokesmen, mobilize companies and employees around our message. We need to attract human talent by enlisting trainees to work in our supply-chain. This is a blocking and tackling strategy

that gives us a strong foundation from which to make our case for manufacturing jobs and a strong industrial defense base.

We must create a national dialogue in three areas:

1. Identify America's strategic workforce and programmatic needs to sustain our Defense Industrial Base.

2. Increase academic efforts to support students with mechanical aptitudes.

3. Create a national Customer-Vendor working group to address regulatory, process and quality demands in a cost/benefit analysis.

While America debates manufacturing and defense policies, our competitors already get it! **The Chinese have set a goal to convert 600 colleges & universities to vocational colleges to graduate 38 million students in vocational programs by 2020!** They are also committed to the Swiss and German models for apprenticeships to grow skills attainment.

Now is the time to make your voice heard and stand up for our American Industrial Base! ♦

"David Goodreau is Chairman of the Small Manufacturers Association of California and has been a member of the NIBWC for over 25 years. He currently is a partner at Alliance Thread Rolling, an aerospace supplier, and President of the Small Manufacturers Institute."

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An Engineer's Story

By Cynthia Cole

"Hear those jet engines? That's the sound of freedom!" I grew up as an "Air Force brat." Air shows with the Thunderbirds were never missed by my family. My dad worked defensive avionics on various aircraft, ending his career with the SR-71. When we lived at Edwards AFB, school field trips were to the flight line. The XB-70 was my first up-close encounter with an amazing aircraft with engines so large I could get lost in them. My family members sat in the living room and watched Neil Armstrong take "one small step." These experiences motivated me to seek a career in aviation.

Attending college, I majored in mathematics with an emphasis on analysis. I ended up taking most of my classes in the school of engineering, and so joined the Society of Women Engineers.

A manager at Rockwell International contacted me about applying to work as an engineer in Palmdale, CA on the Space Shuttle. I got the job and joined three other women. I can say that our work environment was not always accepting of our "species." Being asked to empty trash cans and run copies by male engineers from the Mercury and Apollo era gave me a lot of practice in creative ways of saying "No." My skills in analysis came in handy in finding errors in code and in writing test procedures. My attention to detail landed me a prize role of running test procedures in the control room, talking to astronauts sitting in the Space Shuttle Enterprise at Edwards AFB.

A year later, I went to work for The Boeing Company at Edwards AFB. I was the first woman engineer for Boeing at Edwards and soon after was asked to move to Seattle. During my 32-year career, I worked on military programs, including all the bombers –

B-1A, B-52 OAS, B-1B, B-2, some fighters – JSF and F-22, and post-911 fast-track upgrades to the Executive Branch transport program. This work involved updating communications equipment on the commercial aircraft Boeing had sold to the US Government – a 757 (C-32A) and the 737 versions (C-40A, B, and C). Lastly, I finished my career on the 737 with a bomb bay for the US Navy – the P-8A.



Most of my career at Boeing was spent as a test engineer. Programming mission data for test flights, finding holes in software, learning how to use new computer systems, coming up with practical solutions to new problems that surfaced nearly every day, and working with Air Force crew members. As a woman engineer, my communication skills, attention to detail, and ability to understand and work with my male counterparts led to a satisfying and challenging career.

One of the hallmarks of my career at Boeing was my involvement in the engineers and technical workers union, **SPEEA**. When I hired on with Boeing in 1978, SPEEA was an association and joining the union was optional. My experiences at Rockwell, including being told by a high-level manager, "You'll keep your mouth shut, if you want to keep

your job," after I brought a safety issue to his attention, made joining the union at Boeing an imperative.

I soon saw the benefits of being a member of this organization. I was protected from the capricious acts of management. No one could force me to sign off on paperwork, stating we were ready to fly, when we were not. It provided a platform in often heated technical discussions with higher ups, such that we all had a place at the table.

My involvement with SPEEA was nominal until the 40-day strike in 2000. I became a picket captain, which then led to becoming a council rep (SPEEA's version of a union steward), a place on the next contract negotiation team and eventually to being president of this union from 2006 – 2010. Contract negotiations and serving as the union's president became the ultimate showcase for my years of training and experience in problem solving.

Being part of the *Workforce Coalition* for many years gave me an appreciation for the Coalition unions who are part of the touch labor side of manufacturing. Engineers design the systems that are built by a base of skilled workers. Legislators are frequently surprised when they see that our delegation encompasses both the engineering and the touch labor community. We need to continue this unique relationship into the future. ♦

"Cynthia Cole was an engineer at The Boeing Company, President of SPEEA, the Society of Professional Engineer Employees in Aerospace, IFPTE Local 2001, and joined the NIBWC in 2004. She currently is President of Cynthia M. Cole Consulting, which specializes in Project Management Consulting." cynthiamcole@aol.com

Member Spotlight: Jimmy Hart

By Michael Balzano
NIBWC Executive Director

The *Workforce Coalition* is honored by the addition of the newest union president to join our group, **Jimmy V. Hart**. President Hart sits on the **AFL-CIO Executive Council** as the **President of the Metal Trades Department**.



Although his knowledge and experience in the labor movement dwarfs my own, we share two similarities. First, as children we were both inner city kids who, during many hot summers, cooled off by opening public fire hydrants spraying water on those kids who never went to summer camp. Jimmy lived in Brooklyn, and I grew up in New Haven Connecticut. We had fun until the fire department came to chase us away.

Second, we both began our careers by entering apprenticeship programs. I began an optical apprenticeship in 1955 and was licensed in 1961.

Hart began his career in New York City as a member of **Plumbers Local Union #1, United Association**. Initiated into the union on March 1, 1976, he moved through the ranks from apprentice to journeyman, instructor, foreman and local union officer. Hart's rise through the ranks was meteoric. He was licensed by the New York City Board of Education evening trade school, and became a graduate of the instructor training program at Purdue University/Washtenaw College. In 1999, Hart was appointed as a Special Representative and assigned to the state of New York and later Florida, where he was in the forefront of building teams that were responsible for rebuilding and restoring the union's pipe trades, state associations and councils. He was subsequently elected international representative and served as Director of the Metal Trades Maritime and Government Employees Department.

Hart's efforts improved communications, political and membership outreach methods and provided new perspectives on what works when building consensus among affiliated

International and National Unions, its Department and its Councils.

Prior to his becoming president of the Metal Trades Department, Jimmy saw the Workforce resolution on rebuilding apprenticeships that the Coalition sponsored in 2016. The resolution was featured in the winter 2016-2017 issue of the Chronicle. That resolution was submitted to both political parties during the presidential election of 2016. It urged the reinstatement and promotion of apprenticeships as a vehicle to reindustrialize our manufacturing economy. Jimmy and I met in early January 2017. We talked about apprenticeships and the role of the Workforce Coalition in promoting apprenticeships. Having been an apprentice, he agreed to support the Coalition's apprenticeship agenda. He was eager to support programs to promote the return of the industrial arts and apprenticeship programs to the prominence these held earlier in the 20th century. Like many of us, Hart believes that there are meaningful careers for the current and next generation in the skilled trades, crafts and industrial arts. Hart spent the first year of his presidency visiting every district and state in which he has members and will provide a unified direction for the Metal Trades. The *Workforce Coalition* welcomes his vision and energy to our group. ♦

In Memorial: Chico McGill

By Michael Balzano,
NIBWC Executive Director

In September of 2013 the *Workforce Coalition* lost one of its strongest members: **William Dwight McGill**. If you don't recognize his name it's because we all knew him as Chico. I met Chico in Pascagoula Mississippi in the late 1990s when he was Business Manager and Financial Secretary of the **International Brotherhood of Electrical Workers Local 733**. At that time the corporation that ran the shipyards in both Mississippi and Louisiana was **Northrop Grumman**.

Chico always maintained an emphasis on safety and health, believing this focus to be of enormous importance to everyone involved. "Management, workers, unions and OSHA all work together towards one common interest...that is to see that everyone goes home safely to their families just as they came to work." I witnessed this commitment when he was called from a meeting with me because one of his members was electrocuted on the deck plate.

Chico was an active member of the *Workforce Coalition* for more than 20 years and was committed to supporting the US industrial base. When the *Coalition* expanded its membership to include unions from American shipyards, as reported in the Winter 2000 issue of the *Chronicle*, *Coalition* leaders knew they had found a great friend and asset in Chico McGill. Chico participated in several major mobilizations on issues of importance to shipbuilding workforces as well as to other industries. As part of his efforts, both for Local 733 members and as a member of the *Coalition*, he attended meetings with various cabinet members including **Secretary of Defense Donald H. Rumsfeld**, as well as many meetings with Members of the US House and Senate.

Chico was very pro-union and very pro-company. He frequently said that Navy contracts were won on the deck plate where cost and schedule were key to a healthy employer. "If the company doesn't make money, they can't pay us."

I attended both funeral services for him, one in Maryland and one in Pascagoula. In Pascagoula his flag draped coffin was pulled by a black Harley Davidson to the gravesite, where a detachment of union workers and US Marines honored his interment. Chico was loved by both the rank and file members, international union presidents and the CEOs who ran shipyards in Louisiana and Mississippi. I am proud to tell you that **Jimmy Hart** visited Chico's gravesite before a meeting with his members in Pascagoula.



There were many photos I could have used for this tribute. For example, the one that appeared in the *Coalition Chronicle* in 2004. But I was looking for a photograph of Chico that depicted this larger-than-life self. The picture above was taken at a lake house retreat. It shows a strong man, a US Marine and proud union member; a man who was also loving, caring and tender.

He was succeeded by **Dennis Phelps (IBEW Local 26)**, who was extremely involved in the *Workforce Coalition*, following Chico's lead. Today **Paul O'Connor (IBEW 2071)** now occupies Chico's seat. I have met with Paul O'Connor during Chico's term in office and since he has moved to Washington DC. The *Workforce Coalition* will be well represented by him. ♦