



## REPORTED OCCUPATIONAL FATALITIES IN UAW REPRESENTED WORKPLACES April 28, 2009 – April 28, 2010

1. **May 20, 2009 – Jeff Malins: 51** years old; Toolmaker; 7 years seniority; **Detroit Diesel Corp.**; Redford, Mich.; **LU 163, Region 1A**. The victim was working inside a machine, assisting two other toolmakers un-jamming a parts feeder, when the machine cycled, striking and trapping his head. The machine was not locked out and an access gate equipped with an interlock device was open. The jammed area could not be seen from outside the machine enclosure and the problem could not be determined without observing the part injector operate. The interlock device was bypassed with a “cheat key” (actuator). The use of “cheat keys” to bypass interlock devices was a common, well-known and accepted practice in this facility.

2. **Dec. 26, 2009 – Ronald Cassady, 54** years old; Millwright; 16 years seniority; **Ford Motor Co. – KTP**; Louisville, Ky.; **LU 862, Region 3**. The victim was working as a grounds person with four other millwrights removing a steel header beam while preparing to install new tooling. The beam was 10 feet long and weighed approximately 220 pounds and was located approximately 12 feet above the floor. Two scissors lifts were used to access the beam, one at each end, and a fork lift was positioned, blades raised against the bottom, to support steel header beam. One worker in a scissors lift loosened the fasteners on the compression clip holding one end of the beam while another used a torch to cut the other end. As the cut was completed the beam tipped up and slid off the forks falling to the ground striking the victim on the head and shoulder.

3. **March 19, 2010 – Roger Brooner: 58** years old; Maintenance Mechanic; 3 years seniority (30-year diesel mechanic); **Spirit AeroSystems**; Tulsa, Okla.; **LU 952, Region 5**. The victim was working on a semi-tractor outside the maintenance shop when the vehicle went into motion striking and trapping him underneath. The vehicle was being serviced for a leak in the air system and the victim had finished replacing the “air brake DOT” fitting just prior to the fatal incident. The final step in repair is to charge the air system by starting the vehicle and letting it run for a short time; turning the truck off and listening for air leaks. It appears the truck did not start properly and the victim used a battery booster in an attempt to jump-start the engine. At some point the victim was either standing just in front of or positioned laying under the truck as it took off dragging him approximately 300 feet. The vehicle was chocked and the victim was working alone at the time of the incident.