

# 'Training for the Trenches' series scheduled

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Doerner, Saunders, Daniel & Anderson, L.L.P., has launched a "Training for the Trenches" series to provide training on various employment issues to managers, supervisors, HR professionals and business owners.

"Training for the Trenches will give employers and staff the knowledge they need to navigate a host of tough personnel and workplace issues," said Kristen L. Brightmire, a partner at Doerner Saunders and head of the firm's Employment Law Practice Group.

"The sessions are designed to edu-

cate attendees on the best ways to avoid costly employment disputes."

Training topics and dates for 2013:

Feb. 13, What Policies You Must Have and What Policies You Should Consider

March 13, Tips and Traps in Hiring

April 10, Tips and Traps in Managing Employee Performance Issues

May 8, Tips and Traps in Conducting Investigations in Response to Employee Complaints

June 12, Tips and Traps in Disciplining Employees

July 10, Tips and Traps in Discharging Employees

Aug. 14, Leave Policies and Practices

Sept. 11, Handling Employee Health-Related Issues

Oct. 9, Basic Payroll Primer

Nov. 13, Handling Claims of Harassment in the Workplace

Dec. 11, How to Minimize and Address Retaliation Claims

The monthly training sessions will be held from 11:15 a.m. to 1 p.m. at Tulsa Country Club, 701 N. Union Ave.

Enrollment is already open for the 2013 series. To register or for more information about costs on Doerner Saunders' 2013 "Training for the Trenches" series, contact Jessica Jensen at (918) 582-1211. «

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KRISTEN L. BRIGHTMIRE  
Employment Law Practice Group

## COMMENTARY

# Solving cause of fires big challenge for Boeing



LARRY  
LEVY

*For want of a nail  
the shoe was lost;  
For want of a shoe  
the horse was lost;  
For want of a horse  
the battle was lost;  
For the failure of battle  
the kingdom was lost—  
All for the want of  
a horse-shoe nail.*

—George Herbert, 1593-1633

Instead of horses it is airplanes and the battle being fought in the early years of the 21st Century is by The Boeing Co. for returning its newest jetliner — the 787 — back into the air after fires aboard a couple of the planes in service.

The center of focus is on the ship's lithium-ion batteries.

Finding the cause and rectifying it quickly is the battle now facing Boeing.

Quickly is the operative word for the war phase that challenges the manufacturer.

If the situation is prolonged passenger confidence could decline resulting

in airlines canceling orders or not placing new ones.

(There's no telling what it would do to the growing Li-ion battery market for they are everywhere from cell phones to iPads and the list goes on.)

A slow solution would benefit Boeing's chief competitor — Airbus — the European-based manufacturer.

Boeing has delivered 49 of the 787s on order through Dec. 31, 2012 — 523 for the smaller version at a sticker price of \$206.8 million each. The cost of the 325 more expensive models is set at \$243.6 million apiece.

When Boeing began selling jetliners in 1958 the price of a 707 was about \$5 million and 10 years later its wide-bodied ship, the 747, had a sticker price of about \$20 million.

According to the U.S. Bureau of Labor Statistics that amounts, respectively, to \$39.72 million and \$131.95 million in 2012.

Together orders for the 787 have a total value of \$187.33 billion.

If that were a gross domestic product it would have ranked 48, 49th or 50th among the world's nations in 2011, depending on who made the ranking, the U.S., International Monetary Fund, World Bank or the Central Intelligence Agency, according to Google.

That would be Kazakhstan in all four rankings.

There is a lot at stake, not only for Boeing, but also for U.S. export market.

Chances are the origins of the problem will be quickly solved for it is an issue being fast-tracked by the Federal Aviation Administration, the National Transportation Safety Board, their counterparts in other nations, Boeing and airlines that have received 787s, the Japanese manufacturer of the 32-volt Li-ion battery and other suppliers.

Of the four airlines serving Tulsa only United has received six of the 44 it has on order and Delta has not received any of the 18 it is has order.

Neither American Airlines nor Southwest Airlines are listed in Boeing's order book. It is doubtful that Tulsa will receive 787 services because of its size.

The 787 is the first of a new breed of planes introducing the first change in structural materials for airliners since the 1930s when metal replaced fabric. Instead of aluminum held together by rivets the 787 is made primarily of composite materials and epoxy (carbon fibers and glue).

In one way the 787 is like any other new airplane with the battery-electrical system issue solved. These difficult situations in manufacturing now making an

appearance are all are part of teething process that is common.

February in aviation history:

- Feb. 3, 1964 — The Federal Aviation Administration begins a six-month test of sonic booms eight times daily over Oklahoma City as part of the effort toward building a U.S. supersonic transport.

- Feb. 9, 1931 — Postmaster James A. Farley cancelled all airmail contracts at the request of President Franklin D. Roosevelt, who, the same day, ordered the U.S. Army Air Corps to fly the mail.

- Feb. 12, 1931 — The first commercial autogyro sale is made by Pitcairn to the Detroit News.

- Feb. 14, 1942 — First Douglas Aircraft Co. DC-4 flies.

- Feb. 18, 1930 — The Planet Pluto is discovered.

- Feb. 20, 1962 — John Glenn, then an astronaut, became the first American to orbit the earth in Friendship 7, a one-man Mercury capsule.

- Feb. 16, 1971 — Lunar landing by Apollo 14

- Feb. 25, 1970 — First transcontinental flight — Los Angeles- New York — by a Boeing 747 is flown by TWA.

- Feb. 28, 1929 — The Air Commerce Act was amended to provide for the licensing of flying schools. «