



Local Lodge 1746

insight

357 Main St.— East Hartford, CT. 06118 – Telephone: 860-568-3000

July 2009

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“The Swamp Thing”



It has been sometime since we have visited the land of OPPI! Management however, seems to do their best to remain in the constant view of radar. Thanks, to the watchful eyes of our faithful members, who have uncover the injustices and revealed to us at the Local lodge of the perpetrated violations, against our members and our contract.

Their latest violation, in their long list of violation accomplishments, has to do with the way the company has seen fit to implement disciplinary actions.

Yes, the Local is aware of OPPI and realize that it is very industrious, but when it wages war on our members we will make a stand to implement justice.

The following violation takes the CAKE with all the layers of frosting on the top; MTS Big Shot W-D aka (Rusty Gower) decided to give out a written warning to our members for their “Performance”. In other words, if your not doing what the company wants or in this case what Rusty Gower wants in the area of performance you will be disciplined. Rusty Gower uses only *his* opinion for evaluation and then decides to give out discipline at will and without documentation to justify any basis for performance used for such discipline.

Furthermore, had this

guy “Rusty” been rated for his performance using the same criteria he used for discipline, he would still be the ‘assistant toilet paper handler” W-D is amazing, it took him close to nine months to address and complete a safety violation. When it was finally done his name kept coming up in RED in the OPPI charts, and he had to visit the woodshed with Uncle Louie Q. not to mention the fact that at every ITA meeting he was a NO show, or he would send someone just to occupy space in his place! Rusty is famous for asking for extensions and providing excuses after excuses for his inability to complete any of the tasks that are required of him in his position with the company! Yet, he has the audacity to implement unjustified disciplinary actions against members for their PERFORMANCE?

Steve McQueen said, “ it is perfectly okay for W-D to discipline the employees under his watch in this unjustified manner because, he is judging the workers not the Boss!” Maybe, Mr. McQueen is a little bit upset because there wasn’t enough money left over from the concessions to get him a new AUDI? Then again, what can anyone expect from someone who spends most of his time, Draining the swamps to see what he can find? *“quote end quote”*. *It is like a blind person grading your eye exams.*

Leave it to OPPI’s management to always to come out with some new innovative idea on how to aggravate and to disrupt the members’ and company’s daily routine. *God forbid that anyone should be able to just do their job in peace and perhaps then everyone would be able to not have any disruptions and get their jobs done in a unmentionable HIGHER performance level!* Leading by example; doesn’t that apply in OPPI?

Let’s not worry brothers and sisters your shop committee will continue to FIGHT against these injustices you can take that to the bank, and not have to go to any SWAMPS!





EXECUTIVE OFFICE OF
THE PRESIDENT
OFFICE OF MANAGEMENT AND
BUDGET
WASHINGTON, D.C. 20503

STATEMENT OF

ADMINISTRATION POLICY

H.R. 2647 - National Defense Authorization Act for Fiscal Year 2010

(Rep. Skelton, D-Missouri, and 1 cosponsor)

The Administration supports House passage of H.R. 2647, the National Defense Authorization Act for Fiscal Year 2010. The Administration appreciates the House Armed Services Committee's continued strong support of our national defense, including its support for the Department's topline budget requests for both the base budget and for overseas contingency operations.

The Administration appreciates, among other things, the leadership of the Committee in supporting many of the President's initiatives to terminate or reduce programs that have troubled histories, or that failed to demonstrate adequate performance when compared to other programs and activities needed to carry out U.S. national security objectives. In addition, the

Administration welcomes the Committee's support for the Secretary of Defense's plan to increase the size of the civilian acquisition workforce and reduce the Department's reliance on contractors for critical acquisition functions. Also, the Administration appreciates that the Committee included authorities that are important to field commanders, such as the Commanders' Emergency Response Program and the authority to reimburse coalition partners.

While there are many areas of agreement with the Committee, the Administration nonetheless has serious concerns with a number of provisions that could constrain the ability of the Armed Forces to carry out their missions, that depart from Secretary Gates' decisions reflected in the President's Fiscal Year 2010 Budget which carefully balanced fiscal constraints, program performance, strategic needs and capabilities, or that raise other issues. The Administration looks forward to working with the Congress to address these concerns, some of which are outlined below, and to refine this legislation to align it more closely with national defense priorities.

F-22 Advance Procurement: The Administration strongly objects to the provisions in the bill authorizing \$369 million in advanced procurement funds for F-22s in FY 2011. The collective judgment of the Service Chiefs

and Secretaries of the military departments suggests that a final program of record of 187 F-22s is sufficient to meet operational requirements. If the final bill presented to the President contains this provision, the President's senior advisors would recommend a veto.

F-35 Joint Strike Fighter Program: The Administration strongly objects to the addition of \$603 million for development and procurement of the alternative engine program, and the requirement for the Department to fund the alternative engine program in future budget requests to the President. These changes will delay the fielding of the Joint Strike Fighter (JSF) capability and capacity, adversely impacting the Department's overall strike fighter inventory. In addition, the Administration objects to provisions of the bill that mandate an alternative engine program for the JSF. The current engine is performing well with more than 11,000 test hours. Expenditures on a second engine are unnecessary and impede the progress of the overall JSF program. Alleged risks of a fleet-wide grounding due to a single engine are exaggerated. The Air Force currently has several fleets that operate on a single-engine source. The Administration also objects to the limit on the obligation of overall JSF development funding to 75% of the amount authorized until Department of Defense (DOD) has obligated all funds provided in FY 2010 for the alternative engine program.

If the final bill presented to the President would seriously disrupt the F-35 program, the President's senior advisors would recommend a veto.

Missile Defense: The Administration thanks the Committee for authorizing the President's full funding request of \$9.3 billion for missile defense programs, including \$7.8 billion for the Missile Defense Agency. These programs will protect the United States, our deployed forces, and allies against emerging missile threats. However, the Administration has concerns with provisions limiting U.S. engagements with NATO and European allies regarding missile defenses.

Building Partner Capacity: The Administration urges the inclusion of its proposals to build the capacity of partner-nation special and conventional forces in order to enhance and increase coalition participation in Afghanistan and Iraq. These initiatives will directly reduce the pressure on U.S. forces. These limited, one-year proposals, developed in close partnership with the Department of State, are necessary for timely implementation of our new Afghanistan policy. Without these authorities, the United States would lose precious time in increasing the capacity and participation of our partners in that conflict and put additional U.S. personnel

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at risk. The Administration also urges that authority for the "Section 1207" reconstruction stabilization assistance be funded as requested.

Strategic Airlift: The Administration objects to provisions in the bill that require the Air Force to maintain a strategic airlift fleet of 316 aircraft. The Department assesses aircraft requirement based on capability, not aircraft numbers. The restriction impairs the Department's ability to manage the fleet and respond to combatant commanders' request for forces. The Administration objects to restrictions on C-5 retirements for the same reason.

Futenma Replacement Facility, Okinawa: The Administration objects to Section 2836, which would limit the Secretary's authority to exercise reasonable judgment regarding airfield operations at the Futenma Replacement Facility (FRF), which is planned for construction on Okinawa. The current FRF configuration was agreed to during bilateral negotiations with the government of Japan, and this



provision places the resulting International Agreement at risk.

Three Defense Civilian Intelligence Personnel System: The Administration is concerned that Section 1113, which prohibits new Defense Civilian Intelligence Personnel System (DCIPS) conversions and mandates termination of the entire system, will prevent the Intelligence Community from transforming itself into a single enterprise that can recruit and retain a competitive workforce to meet our national security needs. DCIPS is part of a broader effort to reward employee performance, called the National Intelligence Civilian Compensation Program (NICCP), which is modeled after the successful program within the National Geospatial-Intelligence Agency.

Aircraft Retirements: The Administration objects to provisions of the bill that restrict aircraft retirements. The Air Force has provided its analysis supporting accelerated aircraft retirements with the Congress. Retirements accompanied by modifications and other enablers provide a smaller, but more flexible, lethal, and capable force. The Air Force has provided a base-by-base summary of the restructuring, including mission end states. The restrictions currently in the bill will impair the Department's ability to manage its fleet and manpower to accomplish national priority missions.

* * * * *

Raiders of the Lost Jobs

The Aftermarket people have again found a way to inflict hardship and pain on our members by declaring a **Layoff**. On July 06, 2009 at about 7:30 a.m. the Company gave your President the official notification of the layoff. **24** of our members in the areas of EHRO and CARO, were affected. There were also a couple of members in TMC that were affected because of bumping rights.

During the letter 22 meetings last week for EHRO and Caro we had to hear the "SAD" stories of contracts lost because the Air Force cancelled the F100, Caro Complaining of poor MFA from Cheshire; TMC doesn't want to do CARO work; never get on time delivery. But on the bright side; there may be a visit from MTU to get some work. Not once did they mention a reduction of the workforce, only shift alignments and movement of personnel between Business Units.

Our questions remain unanswered: Where is the work that was vended out from HF? Where is the work from Cheshire that is going to TOSS instead? Why is it that Mr. Kip-MY SHOP-Wyman can't get together with CARO and keep jobs in this plant? The finger pointing is pathetic between Caro and TMC about who is at fault for vending jobs out. In the end the result is the same; our members suffer. Caro Management's answer has been to step up harassment and discipline of our members. Their MOTTO seems to be.. It is never management's fault but always the fault of the Union Members .

Rest assured that your Local Lodge will continue to fight to return those jobs to East Hartford.

Recent news for FAA/DOT Drug and Alcohol testing programs



The Federal Aviation Administration (FAA) has recently issued a rule which combines its drug and alcohol testing rules. Previously the drug rules were in 14 CFR Part 121, Appendix I (drugs) and Appendix J (alcohol), and Parts 135 (Commuter), 61 (Pilots and Flight Instructors), 63 (Flight Crewmembers), 65 (Air Traffic Controllers). This new regulation, 14 CFR Part 120, combines all of those rules in one place, making it more convenient for you to find information.

There are no substantive changes to the rule. It will simply be easier to use this single document. Previous terminology ("anti-drug program" and "alcohol abuse prevention program") has been changed to "drug testing program" and "alcohol testing program". The new rule takes effect on July 13, 2009.

The U.S. Court of Appeals for the District of Columbia Circuit issued a ruling in favor of allowing the new Direct Observation procedures. The court ruled that the Department of Transportation had valid reasons for enacting the new rule, overturning protests about the controversial procedures. The court declared that DOT had conducted all the necessary research into Direct Observations and the use of aides in cheating a drug test to determine that the new procedures were necessary.

The rule in question states that **all Return-to-Duty and Follow-Up drug tests will be performed as Direct Observation collections.** At this time, we are unsure if the Direct Observation Procedures will go into effect immediately or at a later date. We also do not know if the chief petitioner — BNSF Railway Company will attempt to appeal the decision at the Supreme Court. We will keep you informed as soon as more information becomes available.

This rule, if and when enacted, affects **ONLY** the return-to-duty and follow-up tests. If you do not have a recent verified positive test result, it will **NOT** apply to you.

Random Drug Testing

Random drug testing at Pratt & Whitney should be just that: **random**. This not only means different days of the week, but also different hours of your day or shift.

The program is not intended to placate the collector, or P&W; or make it easier for them. Previously it was discussed and agreed upon that 3rd shift would NOT be routinely called at 0600, but randomly throughout their shift. The same holds true for 2nd shift. You should not be called routinely late in your shift. If you are working for 8 hours, the request should come randomly during those 8 hours.

This also applies to follow-up tests that the company is doing to those employees in that pool.

If you are routinely being called at certain hours for your drug/alcohol tests, please contact your steward and provide information to them.

If you have questions or concerns regarding the drug and alcohol testing program at P&W, or Hamilton Sundstrand, please contact District 26 Senior Union EAP representative Earl Schofield. Earl has been performing as one of the company Substance Abuse Professionals (SAP) for the past several years, and has gained broad experience in this field.

If you are presently part of the drug/alcohol testing pool, or think you might be getting transferred into one of those areas, and have drug or alcohol misuse problems, contact Earl **before** you receive a positive test result with all of the accompanying results that are required by Federal Law.

EARL SCHOFIELD, CEAP, LAP-C, SAP, NCAC-I
District 26 Senior Union EAP
(860) 568-0326 1746 Machinist Union—2nd Floor

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United States Senate

WASHINGTON, DC 20510-3702

June 25, 2009

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The Honorable Carl Levin
United States Senator
269 Russell Senate Office Building
Washington D.C. 20510



Dear Chairman Levin:

As I have indicated to you previously, I am deeply concerned over proposals to cut the F-22 program. Despite the Administration's proposal to restrict our F-22 fleet to 187 aircraft, the U.S. Air Force's Air Combat Command has stated unequivocally as recently as June 9, 2009, that our military requires 381 aircraft to maintain crucial air superiority. They further asserted that an F-22 fleet of only 187 planes would put our military strategy at high risk in the near to mid-term.

Skilled American workers are developing this highly advanced technology in various states, including Connecticut, and I remain troubled that premature termination of the F-22 would risk our ability to continue manufacturing fifth generation fighter aircraft. Indeed, under the plan proposed by Secretary Gates, advanced fighter engine production will cease in 2010, and will not resume until 2014, when the F-35 aircraft reaches full production. This critical production-line remaining stagnant for a four year period will not only have harmful economic consequences, but could also degrade our essential defense industrial base.

I am very supportive of President Obama's initiative to ensure that defense programs are relevant to our national security needs and held accountable to their projected budgets. The F-22, however, has already been subjected to significant reductions and I am afraid further cuts will only result in the loss of thousands of American jobs and a degradation of our defense posture.

I therefore respectfully urge the Senate Armed Services Committee to approve an authorization for the procurement of additional F-22 aircraft so that we may fulfill the crucial military requirements cited by our combat commanders, including General John Corley, head of the Air Combat Command. I look forward to working with you and other members of your Committee as you prepare the Fiscal Year 2010 National Defense Authorization bill for floor consideration.

Thank you for your attention to this important matter.

Sincerely,



CHRISTOPHER J. DODD
United States Senator

PRINTED ON RECYCLED PAPER

**This may be useful
to know when gro-
cery shopping, if it's
a concern to you.**



The whole world is afraid of China-made "black hearted goods".

Can you differentiate which one is made in Taiwan or China ?

If the first 3 digits of the barcode are 690, 691 or 692, the product is MADE IN CHINA. 471 is Made in Taiwan .

This is our right to know, but the government and related departments never educate the public, therefore we have to RESCUE ourselves.

Nowadays, Chinese businessmen know that consumers do not prefer products "MADE IN CHINA ", so they don't show from which country it is made.

However, you may now refer to the barcode, remember if the first 3 digits are:

690-692 ... then it is MADE IN CHINA .

00 - 09 ... USA & CANADA

30 - 37 ... FRANCE

40 - 44 ... GERMANY

47 ... Taiwan

49 ... JAPAN

50 ... UK

BUY USA by watching for "0" at the beginning of the number. We need every boost we can get!

*The Next Monthly Meeting is
July 12th @11:00 am*

Don't forget the VP election on Wednesday, July 15th !

“SAFETY REPS CORNER”

Way back when my children were young, my wife and I always told them “Don’t be afraid of the police, they are your friends and if you are lost, they will help you.” Fast forward twenty years and the officer has just pulled your car over. From the moment he shines the flashlight in your window, he is making his case. Normally he will ask you a few questions, bid you a good night and be on his way. The way you answer those questions make all the difference in whether he does that or takes you for a ride to the local jail.

The same holds true with the company. Whether it is a cell leader, an EH&S Pro or the lat-



est “work fit” person; you need to know what to say when the questions become personal or are about prior history. What you need to say is “Get me my Union Safety Rep”.

We are becoming an older workforce and sometimes, like the parts we make, we feel like we could use an overhaul. But if you get hurt here at work, the company needs to do the right thing and that is to help you get Workers Compensation and NOT ask questions to get you denied that compensation. Beware when they ask you about your outside activities, like the policeman, they are trying to make a case against you.

Ask for your Union Safety Rep. Our job is to help you. Safety reps have gone through all of the ITA, Ergo, PRA, DPR and OSHA training. We are there so that you may go home the same way you arrived, INJURY FREE.

WEBSITES:



www.iamLL1746.org
www.iamdistrict26.org
www.goiam.org
www.shopunionmade.org

Please email your announcements & messages.

Items for the next issue must emailed by August 1st, 2009.



Don't Forget to Wear RED on Fridays



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