

Local Lodge 1746

# insight

October, 2005

Volume 8, Issue 10

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

## Fuel Cell Members... Pay Attention to “The Man Behind the Curtain!”



Will **December 3, 2006** be as memorable for workers at UTC Fuel Cells as December 3, 2001 was at Pratt & Whitney? In 2001 the members at 4 Pratt & Whitney locations struck the company. Will UTC Fuel Cells provoke a strike in 2006? Only time will tell. The expiration of the UTC Fuel Cells contract is just 14 months away. In approximately 6 months, we will be electing the 5 member Local Lodge Negotiating Committee from UTC Fuel Cells. The union will then survey the members to determine their priorities. The committee will draft demands and present those to the membership for approval. Negotiations will take place concluding with the membership voting on a final package and strike on **December 3, 2006.**

Let's look at some of the problems facing the workers at UTC Fuel Cells today:

Company leadership has failed to address any of the concerns of bargaining unit employees regarding *salary doing bargaining unit work*. The fight over testing in the West Test Engineering labs has been raging since 2001. The National Labor Relations Board filed a complaint against the company over the testing. In resolution to the board charge, the union received an opportunity to view work records on specific tests done in the lab. If the union felt that it violated a previous disposition given by the company the union would be able to arbitrate. We did arbitrate and we won!

The battle continues because **Jan Van Dokkum** and his sidekick **Frank Preli** don't care! Let's face the facts bothers and sisters: Preli is the problem and Van Dokkum, who has the power to fix it, has decided not to! Those of us who were at the arbitration remember company representatives giving each other the “high-five” after the hearing. They thought they couldn't lose and with their typical UTC arrogance, openly displayed their pleasure. This battle will continue: this union will stop at nothing to force Van Dokkum, Preli and the rest of their gang to treat the bargaining unit with the respect they deserve.

The company, through poor business decisions, has eliminated the positions of many of our union brothers and sisters. Preli and his crew are trying to eliminate more! He is the polished master. He creates the problems, controls the decisions, and remains unscathed. **He is like the mighty wizard behind the curtain in the classic movie, “The Wizard of Oz.”** Frank can't concentrate on making UTC Fuel Cells a leader in the market place: he's too busy protecting his empire. He doesn't care how many laws he breaks in the process, or how many people he affects in the conquest of his dream. Like the wizard in the movie, we exposed the man behind the curtain, the control he has, as well as the slime he is.

Preparations and solidarity will be the key to successful negotiations at UTC Fuel Cells. Start getting ready now brothers and sister. Start saving that little extra for a rainy day. That day may be

**December 3, 2006!**



**News on Boeing Settlement: page 2**  
**Northwest Airlines Strike: page 6**



## Summary of New Proposed Contract Between IAM & Boeing

### Message from Negotiating Committee: "RECOMMEND TO ACCEPT"

From the start, you have been committed to "Do the Right Thing" and together we have done just that. This battle was not about money, but about ethics, integrity, respect and trust. Each of you stood up and did your part to win this battle, which was a fight against more than just Boeing, but against corporate America, as well.

Every member has sacrificed tremendously for over four weeks – you stood up for the past, present and future. We spoke with one voice and said loud and clear - NO TAKEAWAYS, NO SELL OUTS. Your solidarity forced Boeing to retreat from their takeaway proposals on every issue. On every major issue – from health insurance and pension to retiree medical and team leader, your solidarity forced Boeing to change their offer. We have shown the American people we can stand up and get a multi-national corporation to do the right thing. You defeated every takeaway proposal the Company put forth. **The new proposal includes:**

- >Increase pension multiplier to \$70.
- >Removed all Company takeaway proposals on health care. Health care language will remain the same as in the current 2002 contract - saving members between \$2,000 and \$4,000 per year in out-of-pocket expenses.
- >Retiree medical stays the same as the current contract. Boeing backed off the proposal to eliminate retiree medical for new hires, as well as the proposal to have those under 50 earn the coverage back at 3-1/3 percent per year.
- >Added seniority language to team leader selection process. In addition, the Union and Company will jointly develop criteria and an interview process through the Joint Programs.
- >Secured, in writing, that current leads will not lose grade or pay as a result of team leader assignments.
- >Clarified LOU #37 Material Delivery that vendors will not install parts or components on the airplane. Also added language that our forklift drivers will deliver parts within the factory. Company will conduct quarterly reviews to update Union on the status and discuss ways to improve the process.
- >8% ratification bonus in year one, payable within 60 days of contract ratification.
- >\$3,000 lump sum payment in year two, payable December 1, 2006.
- >\$3,000 lump sum payment in year three, payable by December 1, 2007.
- >Delivered 12¢ COLA, which was generated last quarter and was due September 2, 2005 as part of strike settlement agreement.
- >Removed Company proposal to eliminate Wichita from the economic package.
- >Company withdrew proposal on simultaneous multiple machine operation.
- >Restored medical layoff benefit to six months. Earlier offer would have reduced it to three months.

Study the proposal. Every member can hold their head up high and be proud of what we have accomplished together – for you, your families and future workers. Because of all of us, our Union is stronger. Everywhere in America, people have accepted concessions or reduced benefits for the next generation since 9-11. You stood together and said NO and scored a victory for working families across the country.

*In Solidarity, Your Union Negotiating Team*

[EDITOR'S NOTE: Boeing contract was ratified by the membership on 9-29-05]



## “A Heck of a Job”

Last week, former FEMA director Michael Brown was hung out to dry before a bristling congressional hearing investigating the slow response by the U.S. government to the Gulf States following Hurricane Katrina. Brown was lambasted by the predominantly Republican investigation committee for FEMA's inept response to the destruction and flooding of Louisiana and Mississippi that caused more than 1,000 deaths and forced the evacuation of over 1.3 million habitants. Brown defended FEMA's response as “prepared but overwhelmed” and deflected criticism to state and local governments for much of the chaos that inflicted the city of New Orleans.

House committee members refused to buy into his explanation, as they fed off the carcass of his deposed career, seeking to distance themselves from the leadership of an organization now synonymous with such an apathetic and inadequate response. Rep. Kay Granger, [R] Texas, told Brown, *“I don't know how you can sleep at night.”* while Connecticut's Chris Shays, [R] said to

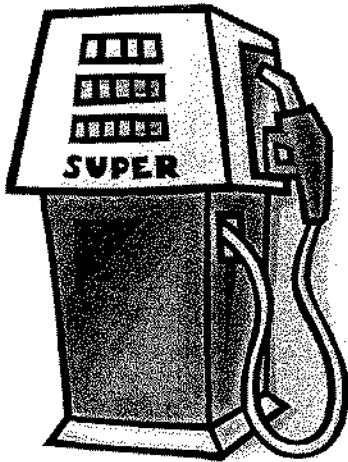
Brown, *“Your ‘look in the lights like a deer’ tells me that you weren't capable to do the job.”* Gene Taylor [D-Miss] jumped on the bandwagon, telling Brown *“You get an F-minus in my book.”*

Meanwhile, President Bush has been scrambling to improve his image after being soundly criticized for his administration's lethargic relief effort following Katrina. The president, who earlier had defended Brown as doing a **“heck of a job”**, has also distanced himself from the FEMA upheaval and has been trying to shore up public opinion with increased visibility in the south and better preparation and response to Hurricane Rita. Americans have been slow to warm up to his newfound enthusiasm, however, as his approval ratings have been consistently mired around 40% in the polls. Soaring gas and oil prices, allegations of scandal surrounding Senate majority leader Bill Frist and House majority leader Tom DeLay, and the lingering war in Iraq all spell trouble for the GOP, as the 2006 election campaign draws ever closer. With so much political blood in the water, Democrats may choose to pass on a small fish like Brown - who seems to be the GOP's scapegoat for all this mess - to sink their teeth into bigger fish next November.

As for Brown, he will certainly fade back to some cushy job into the private sector, convinced in his own mind and all his finger-pointing that he did the right thing. There was a comment he made during the congressional hearing that is worth noting. *“So I guess you would want me to be the super-hero,”* Brown said, *“to step in there and take everyone out...”* That's a good point. We can't rely on the government to protect us from hurricanes and tornadoes and floods that come our way; we have to be ready to take care of ourselves. Ask yourself what you would do to protect you and your family and if a Category 4 hurricane hit the coast of Connecticut. It's not out of the question, and as Katrina and Rita proved to the residents of the Gulf States, our communities could be changed forever in the course of one stormy day. What will *you* do if that threat becomes real?



**Here's a recent picture of the Bushes out on vacation in New Orleans. Wow, what a catch!**



## A Letter From Congresswoman Rosa DeLauro

Dear Friend,

Unfortunately, the price of oil has started to climb again recently, topping \$60 a barrel for the first time. This news means that the cost of filling our gas tanks will remain high during one of the busiest driving times of the year. **I want to let you know what we can do as a nation to help make gas cheaper.**

The ongoing high gasoline prices are taking their toll on the American economy and on families throughout Connecticut. I believe that the federal government must take action to provide relief at the pump. But the President and Congressional leadership have so far done little to bring down the cost of gas, instead preferring to focus on partially privatizing Social Security, the Terri Schiavo case, and an energy bill that provides tax breaks to oil companies, which are already earning record profits.

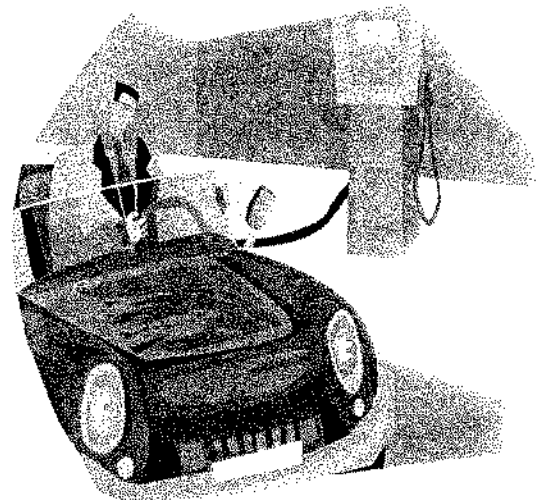
The good news is that there are a number of small steps individual consumers can take to reduce their short-term gasoline bills. For a list of recommendations to help you save money, provided by the Federal Trade Commission, see page 5. On the national level, however, there is a lot of work to do.

First, I believe that the Federal Trade Commission (FTC) must investigate the effect of recent oil company mergers on gasoline prices. These mergers can often reduce competition, which in turn keeps prices high. **The FTC also needs to investigate whether unscrupulous commodity traders are attempting to keep prices high in order to boost their own profits.**

Second, the federal government must stop filling the Strategic Petroleum Reserve (SPR) while fuel prices remain high. The SPR is an important emergency oil supply for our country, but it is 99 percent full. Adding to it at a time like this simply takes oil out of the marketplace, which helps to keep prices high.

I have cosponsored a resolution that would call on the President to begin work on both of these goals. This resolution also demands that the Organization of Petroleum Exporting Countries (OPEC) increase the global oil supply. It would further direct the President to create greater transparency in gas pricing, which would make it more difficult to manipulate the oil market to hurt consumers.

Finally, we should establish one national standard of fuel cleanliness. Too much time is wasted in transforming oil to gasoline because some states have very weak standards, while others like Connecticut have standards that exceed federal requirements. **This crucial inefficiency increases costs, which are then passed on to the consumer.** Refiners could more efficiently process fuel if the highest cleanliness standards were adopted nationwide. Gasoline would be available at the pump more quickly and cheaply, while at the same time improving air quality across the nation.



Sincerely, Congresswoman Rosa DeLauro [CT, Third Congressional District]



The following information is provided by the Federal Trade Commission. You can also visit <http://www.fueleconomy.gov/> for more details.

## How To Be Penny-Wise, Not Pump-Fuelish

The high price of gasoline doesn't have to bust your budget. The Federal Trade Commission (FTC) and the American Automobile Association (AAA) offer these tips to help fuel savings at the pump:

### When Gassing Up:



- Choose the right octane gas for your car. Check the owner's manual to find out what octane your engine needs. Octane ratings measure gasoline's ability to resist engine knock. The higher the octane, the higher the price: Premium (highest octane) gas sells for an average of 17 cents more per gallon than regular gas. Only about 6 percent of cars sold in the U.S. need premium gas, the AAA says. Still, premium gas accounts for about 10 percent of all gas sold. Resist the urge to buy higher octane gas for premium performance.

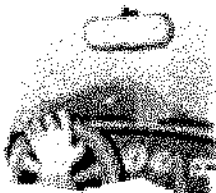
- Avoid topping off your gas tank. In warm weather, fuel expansion can cause an overflow.

### Before Heading Out:

- Keep your tires inflated to the proper level. Properly inflated tires provide less road-resistance and can improve fuel efficiency. Check your owner's manual for appropriate inflation levels. This information also is usually available on the jamb of the driver's-side door.
- Keep up with engine maintenance. Make sure that you change the spark plugs and filters according to the manufacture's recommendations.
- Avoid packing items on top of the car. A loaded roof rack or carrier creates wind resistance and can decrease fuel economy by 5 percent. It's better to place items inside the car or trunk.
- Lighten your load. An extra 100 pounds in the trunk reduces a typical car's fuel economy by 1 to 2 percent.



### While On the Road:



- Stay within posted speed limits. Driving at high speeds, especially for long distances, uses more gasoline.
- Use cruise control; it helps maintain a constant speed and, in most cases, helps reduce fuel use.
- Avoid "jack-rabbit" starts and stops.
- Use overdrive gears when on the highway. Overdrive decreases the car's engine speed, reducing fuel consumption and engine wear.
- Use air vents to circulate the air instead of air conditioning.

The FTC works for the consumer to prevent fraudulent, deceptive, and unfair business practices in the marketplace and to provide information to help consumers spot, stop, and avoid them. To file a complaint or to get free information on consumer issues, visit [www.ftc.gov](http://www.ftc.gov) or call toll-free, 1-877-FTC-HELP (1-877-382-4357); TTY: 1-866-653-4261. The FTC enters Internet, telemarketing, identity theft, and other fraud-related complaints into Consumer Sentinel, a secure, online database available to hundreds of civil and criminal law enforcement agencies in the U.S. and abroad.

# Northwest Airlines Strike

**"AN INJURY TO ONE IS AN  
INJURY TO ALL"**



**THOUSANDS** of mechanics at Northwest Airlines have been out on strike since August 20<sup>th</sup>, fighting for secure jobs and pensions, against a corporate giant that is out to bust their union. In September Northwest filed for bankruptcy, which allows them "more flexibility" in avoiding pension obligations and forcing a sub-standard contract on their mechanics and other employees.

Northwest has also announced they are hiring "permanent replacements" for the strikers' jobs.

The Northwest strikers are members of an "independent" (from the AFL-CIO) union, the Aircraft Mechanics Fraternal Association, or AMFA. The staff at *insight* feels it is quite unfortunate that the Northwest strikers are not receiving the support they deserve from other sectors of the labor movement. The strikers at Northwest Airlines have drawn a line in the sand; they are making a brave stand against corporate greed and outsourcing in the airline industry, much like our Machinist brothers and sisters did at the recently VICTORIOUS strike at Boeing.

The gains made by the strike at Boeing will help Machinists and other aerospace workers when their contracts are negotiated. *Likewise, a LOSS by AMFA members in their strike at Northwest Airlines will HURT Machinists and other airline workers in the future.*

The following excerpts are from a resolution passed by the San Francisco Labor Council (AFL-CIO) in support of the AMFA strikers:

*WHEREAS, as a result of outsourcing and deregulation, airline workers have faced continued attacks on their wages and conditions, and...*

*WHEREAS, the employers, in collusion with the government, have also used the bankruptcy laws to eliminate pensions and...*

*WHEREAS, Northwest Airlines (NWA) spent over \$100 million and worked over 18 months to prepare to fire and replace unionized mechanics represented by AMFA, and...*

*WHEREAS, the defeat of this union could be similar to the PATCO defeat during the Reagan administration,*

**THEREFORE BE IT RESOLVED,** that the San Francisco Labor Council supports the efforts of the NWA-

*AMFA workers to win a decent contract and calls on our members not to fly NWA, to help support the picket line and to support their strike in any way they can.*

Donations to the strikers at Northwest Airlines can be sent to the following address:

AMFA National Attn: NWA Strike Committee  
67 Water Street, Suite 208A  
Laconia, NH 03246

*[The purpose of this account is to support the efforts of the NWA people on the Picket Lines. Any funds not disbursed prior to the end of the strike will be held in trust and used to support future strike efforts.]*



## A Great Big THANK YOU

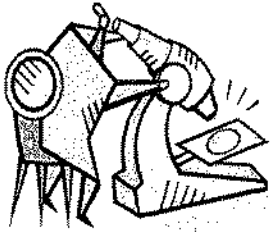
To All The members who participated in any of the recent United Way Events.



- ◇ Breakfast with the Boss
- ◇ Poker Bike Run
- ◇ CARO fashion Show
- ◇ P&W Day of Caring
- ◇ TMC-CARO Classic Car Show
- ◇ Weekly Payroll Deduction







## Cancer Study Meeting and Update!

There will be a public meeting taking place for the Cancer Study at Pratt

and Whitney, with updates from the researchers.

**Date:** Tuesday- October 11th, 2005

**Place:** Crowne Plaza Hotel (Formerly the Radisson Hotel and Conference Center)

100 Berlin Road, Cromwell, Connecticut

**Time:** 6:30 p.m. to 9:45 p.m.

All shifts will be able to attend this meeting. It was agreed that 2nd shifters who would like to attend will be able to without any problems from their supervisors, with no problems with their attendance and it will **not** affect incentive time. Please pass this info on to friends and co-workers.

*If anyone has any concerns or questions please feel free to notify me at any time.*

*Respectfully Yours, Debra Belancik,  
EH&S Coordinator  
District 26, IMAAW  
Pratt & Whitney  
400 Main Street.  
East Hartford, CT. 06108  
M/S 104-10  
Phone: 860 -565-4766  
Fax: 860-755-0861  
E-mail , [debra.belancik@pw.utc.com](mailto:debra.belancik@pw.utc.com)*

## To All Those Who Remember "HOOP"

Retired Local 1746 Member **Larry Hooper** was one of

the victims of Hurricane Katrina's wrath. He is now living

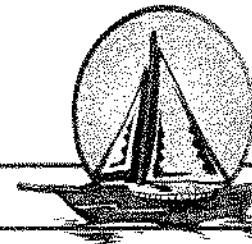
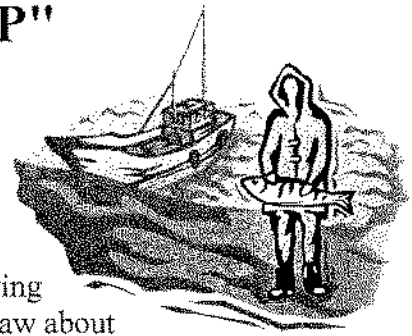
with his brother-in-law about 130 miles inland from where his home once stood.

From the information I have received, Hoop lost everything except a car, 2 cats, his wife and, for all intents and purposes, the clothes on their backs. Some of his friends will be having a card going around to send to him our prayers and best wishes.

We are all on the 2nd Shift, if there is someone on the 1st shift who would like to be a contact, please see one of us. Donations are not being asked but would be appreciated.

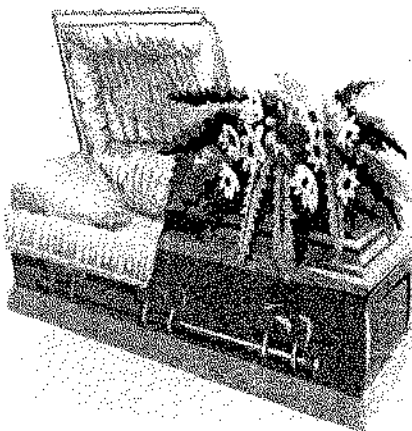
*Thanks for your consideration,  
Gene Easton*

2nd Shift Lead Inspector  
Major Rotating Parts Inspection  
Phone 557-3105 Mail Stop 117-63  
Cell Phone (860) 424-6007



## Lawrence Adams

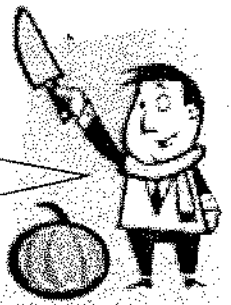
Lawrence Adams, 58, of Bristol, husband of Donna (Peterson) Adams died Friday, September 9th at Bristol Hospital. He was born August 17th, 1947 in Waterbury, a son of the late Andrew and Frances (Kolenksy) Adams, and lived in Bristol for many years. He was employed at Pratt & Whitney, East Hartford for 39 years as an X-ray technician. He was a U.S. Air Force veteran of the Vietnam War. He was a member of Asbury United Methodist Church, Forestville. Besides his wife, he leaves two sons and a daughter-in-law, Jason and Elizabeth Root and Andrew Adams, all of Bristol; three grandchildren Alexander, Titus and Victoria Root, all of Bristol; and several nieces and nephews. He was predeceased by a sister, Jean Smith.



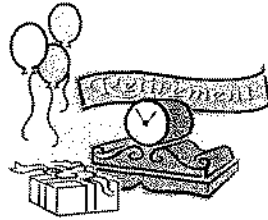


“Get pumped”  
and come to the  
**IAM Monthly  
Meeting**

I’m pumped.  
Next Meeting  
**October 9th  
at 11:00**

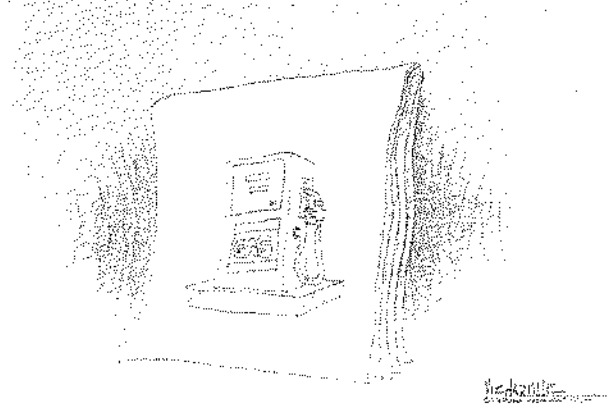


**Congratulations  
to the following  
Brothers who are  
retiring:**

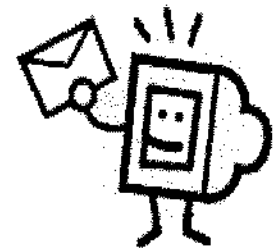


- ◊ Bill Hallet, Department 2, hired in September 1965, 40 years.
- ◊ John Hunter , Department 31, hired in August of 1965, 40 years.
- ◊ Mark Trombley, Department 901, hired in December of 1966, 39 years.
- ◊ George Taylor, Department 901, hired in April 1967, 38 years.

POLICE ARTIST SKETCH OF ROBBERY SUSPECT



**Get Involved**  
We LOVE  
hearing  
from you !



- Birth Announcements
- Loved ones stationed overseas or in the service
- Retirement announcements
- Anything that you, the member, would like to share, on a monthly basis.

Please email your announcements & messages. Items for the next issue must be emailed by November 1st.

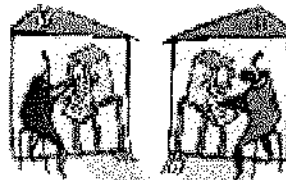
EMAIL: [locallodge1746@snet.net](mailto:locallodge1746@snet.net)



IAM Local 1746  
would like to  
Thank You for all your  
years, and we  
appreciate your  
dedication.

**WEBSITES:**

[www.iamLL1746.org](http://www.iamLL1746.org)  
[www.iamdistrict26.org](http://www.iamdistrict26.org)  
[www.goiam.org](http://www.goiam.org)



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