

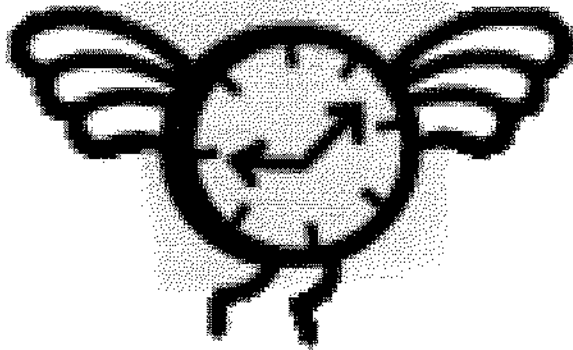
insight

July, 2004

Volume 7, Issue 7

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

Contract is Fast Approaching

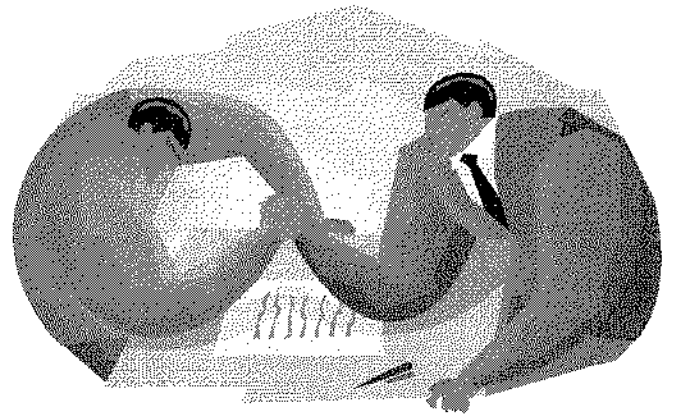


With less than 5 months ahead, contract negotiations will be here before we know it. Indications are that UTC will try to railroad the work force in order to put a few more dollars in their corporate profit chest. They plan to stop contributing towards retirees' insurance costs. They must want the workforce to retire on nothing. Let's face it brothers and sisters...with the rising cost of health care, the meager pension in the contract now will provide a 30 year retiree with about **\$1000 per year after they pay for health care**. If UTC thinks our members can retire on such a pittance, they're crazy. Pratt & Whitney is going to end up with the oldest workforce in the industry.

Not only are the retirees in the sights of UTC's corporate snipers. The bargaining unit can expect attacks on their health care benefits as well. At Hamilton and Fuel Cells, the company shifted increased costs on the backs of the workforce. Is this really necessary? Is the company in trouble? The answer is **NO**. Is the company greedy? **Extremely!!!**

Remember when P&W's Connecticut workforce was

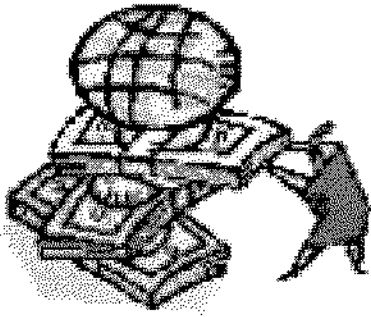
two, three, maybe even ten times what it is today? The company was paying for the health care of those employees. Yes, health care costs have gone up, *but employment levels have gone down...DRASTICALLY*. When asked to compare what UTC paid for employees' health care when our numbers were much higher vs. what they pay today, UTC's health care grinch **John Dobson** danced around the question and never answered it. As our work is vended out all over the world, UTC isn't paying health care on those employees *because decent health care is provided as a right in other industrialized nations*. So UTC saves money on health care costs, while sending out a smoke screen to scare employees.



This may very well be the ugliest contract negotiations ever. The company can spray it with perfume or sugar coat it with wage increases, but Pratt & Whitney workers may very well leave management with **3 empty plants in Connecticut** this December, if they try pulling these stunts here. Your Negotiating Committee is working hard to prepare for negotiations. The objective is to negotiate a fair agreement for all. Keep preparing yourselves financially in the coming months, and while we work to hammer out an agreement. If the company just wants to pick your pockets, then they will see the true meaning of Solidarity on December 5, 2004.

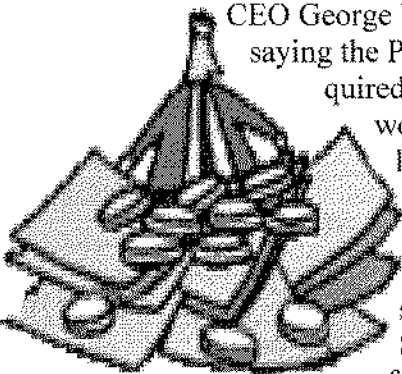
“Dirty Dealings”

You'll remember that our highly productive Tubes jobs, technology and hardware all ended up in a nicely wrapped joint venture package for Poland.



Pratt and Whitney bought a Polish factory for \$70 million with a promise to put another \$70 million into it over five years. Pratt soon announced that they would team with Lockheed Martin to supply 48 F-16 advanced multi-role aircraft with F100-PW-229 engines. Pratt committed to make the engines in Poland at Pratt factories thereby crushing the competitive bids of SAAB/BAESystems Gripen and Dassault's Mirage even though the Swedish/British Gripen was more technologically advanced and had the cheapest bid. The U.S. Government then swooped in with a \$12.5 billion loan (offset) to Poland, \$3.5 billion of which is for the 48 F-16's. As part of the financial agreement, the Americans offered to provide Poland with six C-130 Hercules transport planes. This joint venture allows the majority of the payments to be deferred until after 2010 at an interest of less than 5%. I wonder how the losers of the fighter competition feel about our Free Trade Policy and a level playing field?

CEO George David is on record saying the Polish contract required 15% of the engine work to be done in Poland. He stated “ 85% of the work is done in Connecticut and that's a good deal since the choice was 85% or zero.” If 85% of the work is done in

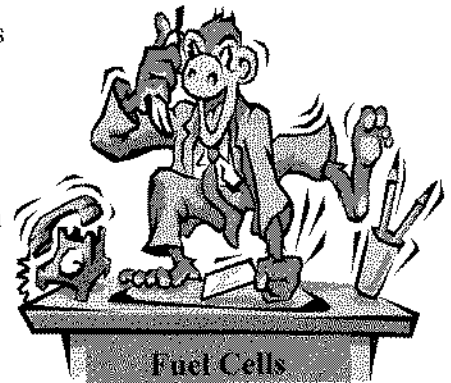


Connecticut why did King George buy 85% of the Polish factory (PZL Rzeszow)? According to Pratt's Mysite News, Pratt will deliver 54 new F100-PW-229 engines to the Polish Air and Air Defense Forces beginning in 2006. Fifty of the engines will be assembled at the Rzeszow facility. In addition,

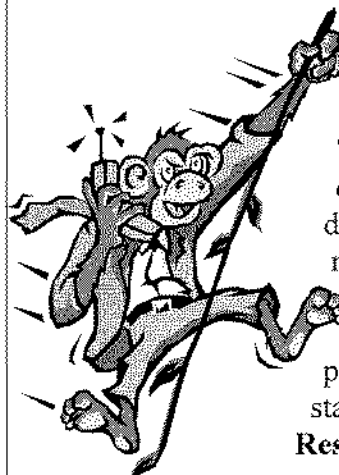
according to the Warsaw Voice (News) in Poland, “Pratt and Whitney promised if the Americans win the bidding, the production of F-100 engines for the F-16's will be relocated to Poland”. That certainly doesn't lead one to believe that Connecticut is getting 85% of anything but the shaft from King George. Winning defense contracts doesn't necessarily mean you won because you have the best quality, highest productivity, or the lowest cost. It's about “legal loopholes” in the form of joint ventures; offset agreements (payments) and outsourcing that not only lack ethical judgment but border on corporate corruption.

Visit Medical *at Your Own Risk*

The *buffoons* running UTC Fuel Cells have instituted a new policy for hourly workers needing to visit Medical at Hamilton Sundstrand. Employees must drive their own car on paid company time.



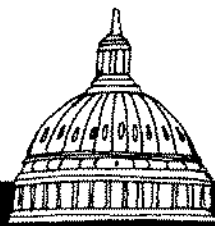
Sounds ridiculous, but it's true. Jim Girard, chief cook and bottle washer in the HR office, told the Shop Committee at a recent Step 2 that the company has *no liability* if something happens en route. If someone smashes their car, and they don't have collision insurance to cover the damage, the company will not absorb the loss. The employee is out a car. If there is an injury Girard says workers compensation will cover it, but what if someone in another vehicle is hurt??



Girard and the clowns running the plant are taking the approach that “*it's not our problem.*”

The Union is working hard to correct this recent mess dreamed up by the *jamokes* running UTC Fuel Cells. If the company continues on this path, we expect that the phones of area lawyers will soon start ringing.

Resolve the problem, Jim!!



Legislative Update

Fighting Fire With Fire: “MNPL”

Machinists Non-Partisan Political League

In the last issue of *insight* we interviewed Juan Gelabert, chairman of LL1746’s Legislative Committee. Juan spoke of several issues on the committee’s agenda, including foreign outsourcing of government defense work, attacks on overtime, and the erosion of manufacturing jobs in America. He also spoke on the need for campaign reform and how becoming involved in the political process as concerned citizens is far more effective than just sitting back and complaining about the woes of the system.

Besides running for political office ourselves and showing up at the voting booth once a year, how can we influence politicians to stand up for the issues that affect our lives? Writing letters and placing phone calls to our senators and representatives can have a tremendous effect. Generally, politicians will listen politely to their own constituents, but they have only one vote in the senate or house. Meanwhile, corporate and trade associations spend millions of dollars annually to pressure politicians across the country to make decisions that benefit business at the expense of American workers. How can IAM members band together to maximize our political power and *fight fire with fire*?

The **Machinists Non-Partisan Political League** (MNPL) was formed in 1947 with this goal in mind. The MNPL raises voluntary contributions from IAM members to unite Machinists into one voice to help those congressmen and women who support our rights as workers. Rights like job security and fair trade policies that do not export our jobs. Rights like workplace safety, health care, worker compensation and unemployment benefits. Rights like job training programs, equal opportunity, *and the right to strike without los-*

ing our jobs. The MNPL examines candidates running for office and supports those with a philosophy, agenda, and track record that best promote these rights, *regardless of the candidate’s political affiliation*.

Over the past four years, *insight* has reported on numerous political issues which affect our daily lives and livelihoods: NAFTA, FTAA, the weakening of OSHA and environmental laws, shameless downsizing and the outsourcing of our jobs overseas. With four more years of the same looming on the horizon, Machinists need to band together in a strong and unified voice more than ever before. The goal of the MNPL is to enroll every man and woman in the Machinists Union as a contributing member, which costs as little as \$12 a year, or less than a quarter a week. Contributions can be made through monthly payroll deductions, or as a one-time donation. Just ask a Union activist or call the Local Lodge at 568-3000 for more information, or to obtain a check-off card. In such a politically charged year with so much at stake for our jobs, the MNPL needs your support now more than ever.

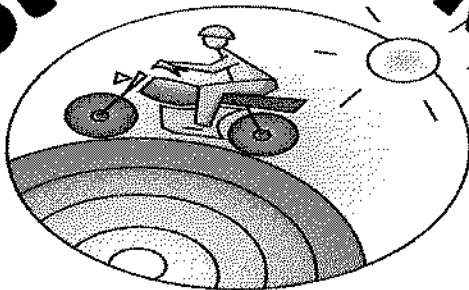


“Adios, Johnny” July 1, 2004

Next Monthly Meeting
 Sunday, July 11th, 2004@11:00 AM



Motorcycle Run



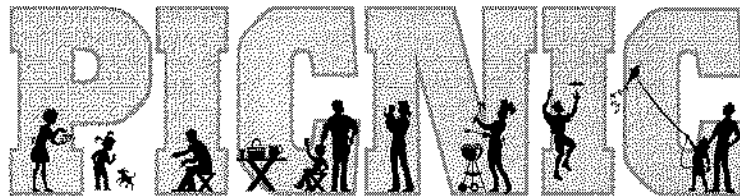
Attention All Motorcyclists!
 Pratt & Whitney United Way Poker Run
 Saturday, July 17th, 8:30 Registration
 P&W Airport Museum and Hanger
 Call Tom at 860-565-3054 for more info.

July 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

5 Months Until New Contract

Local Lodge 1746



Local Lodge 1746 will hold its membership picnic on Sunday, August 15, 2004, at the Elk's Pavilion, located at 148 Roberts Street in East Hartford.

Save the date, and plan to join us

AUGUST 15th!

Picnic prices are \$10.00;

\$7 for retirees, laid off;

\$5 for youth 5--12; under 5 free.

After July 31, add \$2 to each category



Members be sure and check out
Our Local 1746 website!



www.iamll1746.org

OFFICERS OF IAM LOCAL LODGE 1746

- President— Mike Stone; Vice President — Frank Lamagna;
- Recording Secretary— Bill Coney; Secretary Treasurer — Nancy Flagg;
- Sentinel— Dave Batchelder; Trustees— Warren Occhialini; Ron Oueltette; John Tronier
- Shop Committee— Jeff Baglin; John Cloutier; Ted Durkin; Andy Santini
- Shop Committee (IFC/ONSI) — Carl Hervieux; Mark Perrone

NEWSLETTER COMMITTEE

- Dave Batchelder-*Editor*, Linnea Demanche-*Co-Editor*, Mike Stone, John Taylor,
- Joe Durette, George Rogers, Jerry Martin & Mary Ellen Wettemann.