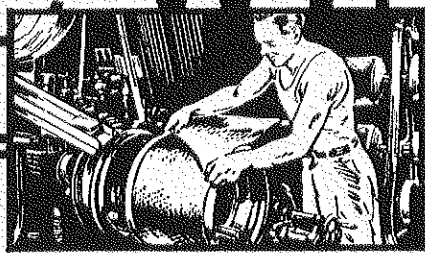


THE WINGFOOT CLAN

GOODYEAR



MEMORIAL EDITION

Special Memorial Edition

The Goodyear Tire & Rubber Company, Akron, Ohio

Friday, March 20, 1959

Paul Weeks Litchfield

Dean Of Industry Dies In Arizona

Paul Weeks Litchfield, honorary chairman of the board and dean of America's rubber industry, died Wednesday night at St. Joseph's Hospital in Phoenix, Ariz.

Death was caused by an embolism (blood clot) following an operation. He entered the hospital on Thursday, March 12.

Mr. Litchfield's death shocked the entire Goodyear organization. He was in apparent good health when he attended the company's board meeting in Akron last month. He left on Feb. 17, the day after the board meeting, for his Winter home in Litchfield Park, Ariz.

E. J. Thomas, chairman of the board and chief executive officer, described the feelings of many when he said that "Mr. Litchfield was one of the really great men of our times.

"The principles by which he lived and worked are firmly woven into our company and organization and will never die," Thomas said. "Although Mr. Litchfield has passed on, his name and works will be remembered as long as there is a Goodyear Tire & Rubber Company.

"During the 58 years that he was actively associated with the company, he attained world-wide recognition as one of the great leaders of American industry and a pioneer whose outstanding contributions to the advancement of ground and air transportation were legion."

Mr. Thomas went on to say that "all who knew Mr. Litchfield cannot help but feel a keen sense of loss with his passing. However, the greatest mark any man may achieve is immortality and Mr. Litchfield's important contributions to his company, industry, and fellowman inscribe his name indelibly in records and history for all time."

At the Feb. 16 meeting, the Goodyear Board of Directors authorized the commissioning of one of America's fine sculptors to do a life-size bronze of Mr. Litchfield. When finished the statue will be placed in the company's offices in Akron in tribute to Mr. Litchfield's contribution to his company, community and to the world.

One of the outstanding events in Mr. Litchfield's life occurred last Dec. 15 when the Akron community honored him at a testimonial dinner in the Sheraton Hotel. The dinner was attended by business leaders from throughout the nation, in addition to national, state and local officials.

Mr. Litchfield joined Goodyear in 1900 and completed 58 years of service with Goodyear when he retired last October. In April, 1956 he relinquished the authorities and responsibilities as the company's chief executive officer and turned them over to E. J. Thomas, president. Last October, Mr. Litchfield was named honorary chairman of the board when Thomas became chairman and chief executive officer and Russell DeYoung became president.

By proclamation of Mayor Leo Berg, flags on the Municipal Building and at Goodyear plants in Akron were flown at half-mast in respect for Mr. Litchfield.



PAUL WEEKS LITCHFIELD

... a favorite portrait, taken in 1951

'P. W.': Master Tire Builder

His Many Achievements Led Goodyear To The Top

P. W. Litchfield watched Goodyear grow from a small bicycle and carriage tire concern to leadership in its field—the building of all kinds of tires and a myriad of other products.

He came to Goodyear on July 15, 1900, at the age of 24, only two years after the company's founding.

Mr. Litchfield was born in Boston July 26, 1875, the son of Charles Manfred Litchfield and Julia Winter Weeks Litchfield. Boyhood summer vacations spent at Bath, Me., helped to shape his entire life because he developed a great interest in shipyards in that vicinity. The panorama of ships started him to think about transportation and the means of moving men and goods. The evolution of transportation from foot to wheel to wing became his life-long interest. Although he inherited a deep and abiding love for the sea, he was fated never to play a part in the advancement of seaborne transport but to confine his activities to the land and the air.

He was educated in Boston public schools and was graduated from the Massachusetts Institute of Technology in 1896. His first significant job was with a bicycle tire factory in Reading, Mass. Three years later, as superintendent of a similar plant at Chelsea, Mass., he gained his initial experience in the design and production of automobile tires, leading him on a long, illustrious career.

Sensing the great future of the automobile, Mr. Litchfield was particularly interested in the design and production of automobile tires and one of his first efforts in that line was designing tires for the then new

Fifth Avenue buses in New York City.

In Akron, Frank A. Seiberling had organized a company which he called The Goodyear Tire & Rubber Company, named in honor of Charles Goodyear, discoverer of vulcanization. Seiberling needed a good production man and turned to Mr. Litchfield, whose ability was becoming known throughout the new industry.

Mr. Litchfield liked Seiberling and the opportunity of getting in on the ground floor with a new, up-and-coming company. On July 15, 1900, he started at Goodyear as superintendent at a salary of \$2,500 a year.

Continuing his keen interest in the development of automobile tires, Mr. Litchfield, in 1901, experimented with devices to keep the tires on the cumbersome rims of the automobiles of that day and brought out the detachable side-flange tire, forerunner of the "straight-side" tire. The Winton Automobile Company bought ten sets of these tires, a large order for those days. Mr. Litchfield was still not satisfied with this design, however, and upon witnessing a 10-day auto race around the British Isles in 1902, in which the entrants were plagued with tire trouble, he was convinced that tires, as then built, were designed on the wrong principle.

He decided that tires should be built to absorb road shocks, not resist them.

This led to the development of the "straight side" tire by Goodyear, semi-rigid at the base but flexible to absorb the bumps of rough roads. The tire was held to the rim by a new-type braided wire "bead." The company launched an intensified promotion of this Litchfield en-

visioned tire in 1905 and eventually it became standard throughout the industry, replacing the clincher type.

The detachable rim was introduced and in 1906 Litchfield saw his "straight side" tires go through another English road race with outstanding performance on the American entries. The Goodyear equipped Reo cars did not have a single failure in the five-day endurance test.

In 1906 Mr. Litchfield became a member of the company's board of directors. He also redesigned the diamond tread that became the famous Goodyear "All-Weather" non-skid tire.

He became interested in aeronautics and in 1910 brought over from England a machine to coat balloon fabric with rubber. The same year he designed the first pneumatic tire for airplanes and formed an aeronautics department at Goodyear. Eventually this department expanded over a 40-year period to produce hundreds of military or observation balloons and some 100 airships for the United States in World War I; the dirigibles U.S.S. Akron and Macon; the Goodyear "blimps"; the stratosphere balloon, which in 1935 reached the highest altitude gained by man, and 168 Navy patrol and training airships in World War II. Mr. Litchfield became the world's leading layman advocate of lighter-than-air ships for commercial and military use.

In 1913 he organized the "flying squadron," composed of picked men trained in every operation within the company so that in cases of emergency there always were trained personnel to jump in and do any particular job, no matter what it might be.

A new, multiple-ply cord for tires was designed by Mr. Litchfield in 1913. This cord proved so satisfactory that in 1917 the government specified it for military use.

Mr. Litchfield was made vice president of Goodyear in 1915. That year, jointly with Mrs. Litchfield, the former Florence Brinton of Ashland, O., he made an outright gift of \$100,000 to "be administered by long service personnel for the general welfare of all Goodyear employees." The gift was inspiration, upon its receipt, for the formation of the Goodyear Service Pin Association, which has continued to function to the present time.

In 1916 Mr. Litchfield's continued quest for improved tire cord prompted the company to buy its own fabric mills and start producing the first long staple cotton in America on experimental farms in Arizona. These Goodyear farms now comprise more than 16,000 acres devoted to diversified agriculture



LITCHFIELD HONORED—One of the best and most recent photographs of P. W. Litchfield and his wife, Florence, was taken last December at a testimonial dinner in his honor at the Sheraton Hotel. The informal shot was snapped by Photographer Don Lewis.

and development of rubber tired farm equipment.

The year also marked the debut of the first pneumatic cord truck tire and Mr. Litchfield, envisioning future expansion of the then growing urban trucking industry, started experiments to open up a new era in land transportation. In 1917 he obtained a fleet of trucks, equipped them with the largest pneumatic tires ever made up to that time and loaded them in Akron with Goodyear products consigned to Boston.

Mr. Litchfield's truck fleet was the forerunner of the thousands of motor transports that now span the nation.

By 1919 the factory continued to grow to nearly 30,000 employees and Mr. Litchfield came forward with an idea close to his heart but almost radical for those days.

He established an organization of employees modeled after the United States Congress with a Senate of 20 men and House of Representatives totaling 40—all to be elected by employees to act as their spokesmen with management. Known as the Industrial Assembly, the body could legislate on any matters affecting the employees—including wages and working conditions—and unless vetoed by the factory manager, their legisla-

tive measures became law.

If an Industrial Assembly measure was vetoed by the factory manager, the Assembly had the right of appeal to the company board of directors. The Assembly's establishment marked one of the first efforts by American business to give employees a voice in the operation of industry, although the project later was to be abandoned with unionization of production workers in 1937.

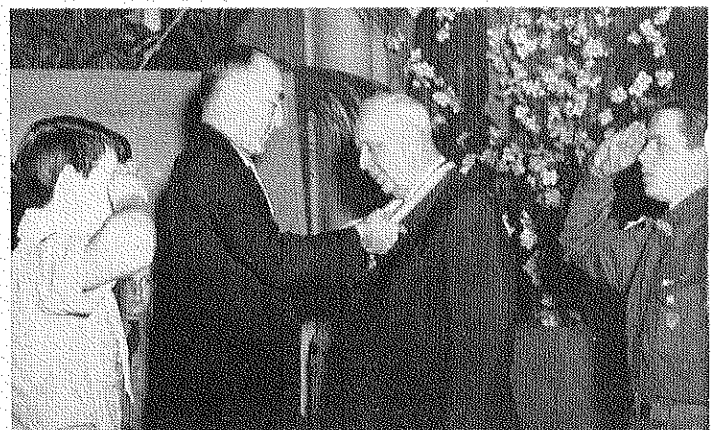
The rush of World War I activity and the short but ill-fated period of prosperity afterwards nearly drove Goodyear into bankruptcy in 1920. The founders, F. A. and C. W. Seiberling, were forced to relinquish control and resign as officers. A banking group took charge, naming E. G. Wilmer as president in March 1921.

The new administration wisely left functioning of the plant in charge of those familiar with its operations. Included were Mr. Litchfield and G. M. Stadelman, in charge of sales. In 1923 Mr. Stadelman became president and Mr. Litchfield remained as vice president and factory manager. Mr. Stadelman died in 1926 and Mr. Litchfield was chosen president.

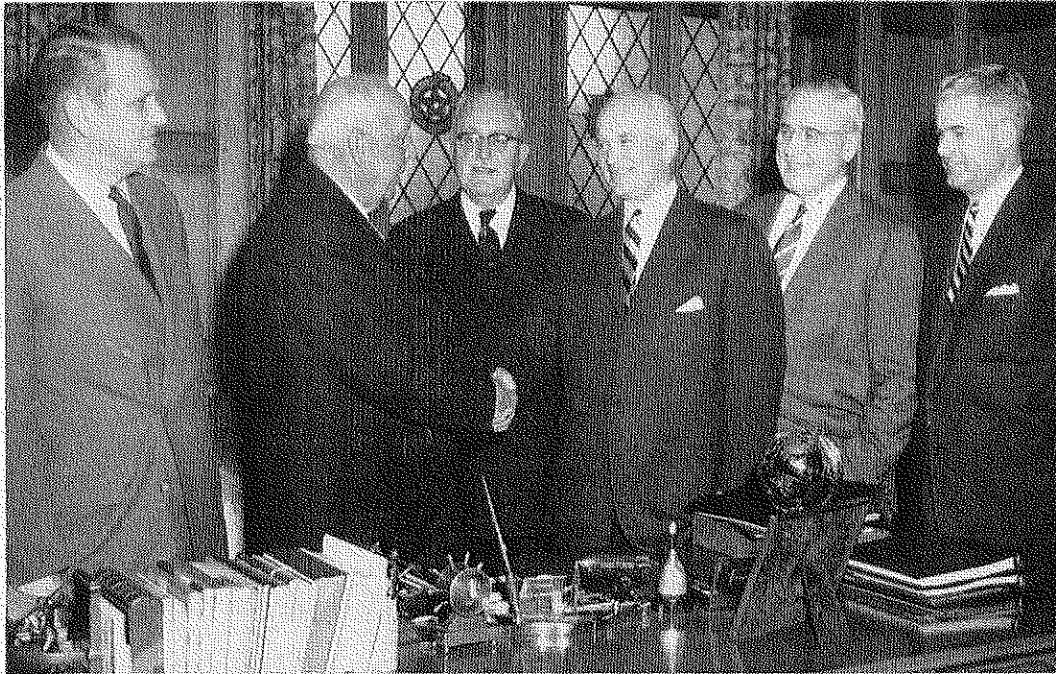
A Goodyear plant in New Toronto, Ont., was built in 1917 (Continued on next page)



GREATEST NAMES IN RUBBER—No one will ever author a history of the rubber industry without relating the biographies of these men. P. W. Litchfield (center) posed for this picture in 1939 with C. W. Seiberling (left) and F. A. Seiberling, who founded the Goodyear Tire & Rubber Company in 1898. Occasion for the get-together was the 100th anniversary of Charles Goodyear's discovery of vulcanization.



SCOUTER—P. W. Litchfield was awarded the Silver Buffalo in 1946 by the Boy Scouts of America. Presentation was made by Captain Eddie Rickenbacker. Mr. Litchfield was devoted to Scouting and spent his lifetime contributing time, inspiration and money to the organization.



TOP POST CHANGES HANDS—P. W. Litchfield clasps hands with E. J. Thomas as the authorities and responsibilities of the chief executive officer of the world's largest rubber company passes from one to the other in 1956. In Mr. Litchfield's office for the historic picture were, left to right, H. L. Hyde, P. E. H. Leroy, R. S. Wilson and Russell DeYoung.

Goodyear Keeps Growing Two Goals Under Litchfield, Thomas Unfulfilled By Death

(Continued from preceding page)

and construction of a California tire plant and textile mill at Los Angeles was begun in 1919. Within a few years other textile mills were acquired in Georgia, New England and Canada and tire plants were built at Wolverhampton, England and Sydney, Australia.

In 1926, when Mr. Litchfield became president, Goodyear had become the largest rubber company in the world and the boom years that followed aptly rewarded his foresight.

Goodyear's tire development department begun by him years before was keeping pace and in many ways was ahead of the industry as a whole. In 1929 the company built more than 23,000,000 tires and new tire factories were opened at Gadsden, Ala., as well as a new plant in Akron.

A low pressure "super-balloon" tire with an extra large cross-section and small bead diameter had been designed in 1927 for airplanes enabling them to land and take off on muddy, snow-covered and rough terrain. But the tire was not adapted to the airplane wheels and brakes then available so Goodyear went into the wheel and brake business. By 1943 the company's wheels and brakes were being used on more than half the military planes produced in the United States.

In 1928 Mr. Litchfield signed a contract with U. S. Navy representatives to build two giant dirigibles known as the Akron and Macon, thus fulfilling one of his cherished dreams. Construction of the giant airdock, largest building in the world without interior supports, followed in Akron.

He was elected chairman of

the board in 1930, and re-elected president of the company.

The year 1935 saw development of the famous "Life-Guard", which had a two-ply reserve tire within the tube, inflated through the same valve as the tube. If casing and tube at high speed, the inner tire retained air, until the car was brought to a stop. In April, 1942, Mr. Litchfield received the Franklin Institute Certificate of Merit for the contribution to motoring safety of Life-Guard automobile tires.

In 1940 he announced he was relinquishing the title of president although retaining the board chairmanship as chief executive officer of Goodyear. E. J. Thomas, who started in 1916 as a stenographer and later became Mr. Litchfield's secretary, company personnel manager, superintendent of the California plant, managing director in England and assistant to the president, was named president.

In connection with this decision, Mr. Litchfield said: "The move is consistent with my firm belief in the principle that the affairs of a business institution such as Goodyear are best served when provision is made to give fore to the adage: Age for Counsel and Youth for Action."

No Flowers, Please

The family of Mr. Litchfield requests that flowers be omitted as expressions of respect and sorrow for Mr. Litchfield. In lieu of flowers, the family suggests that contributions be sent to either the Children's Hospital of Akron, O., or the Boy Scouts of America, Akron Area Council.

When P. W. Litchfield set a goal for himself or the Goodyear Tire & Rubber Company, there was never much doubt that he would reach it, but his death last week prevented the "dean of the rubber industry" from achieving his two most recently announced goals.

Mr. Litchfield disclosed that, although he had retired as chairman of the board, there were two more tasks he wished to fulfill.

He said he wanted to write his fourth book—one which he said he would title, "Sunset,"—and that he wanted to carry on his family tradition and live to be 93.

Referring to his newly-planned book, Mr. Litchfield said it would contain "some of the things I've learned as I've gone along in years." It would have been his fourth book. The others are "Autumn Leaves," "Industrial Voyage," and "Industrial Republic," all of which vividly describe his personal and business philosophies.

And the prominent leader in the rubber industry added:

"If I'm going to carry on my family tradition, I'll have to live until I'm 93. My great-grandfather died at 93, my grandfather died at 93, and my mother at 93. Each one was the oldest in his or her family."

Mr. Litchfield fell short of that goal by 10 years, and an untimely death it was for the man who admittedly was referred to as the "boy super" when he signed in at Goodyear at the age of 24.

Those Early Years

In 1898, for a few weeks, P. W. Litchfield worked as a draftsman on torpedo boat design with the Bath Iron Works in Bath, Me.

Hold Memorial Services On Monday At 3 P. M.

All Goodyear employees who have suffered a personal loss in the death of P. W. Litchfield.

As an expression of respect and of our sorrow in his passing, all Goodyear plants and operations will observe two minutes of silence at the time of the funeral service at 3 p. m. Monday, March 23, at the family home, 1010 Merriam rd., Akron. Burial will be at Rose Hill Cemetery in Akron.

At the same hour, in Goodyear Theater, a special

memorial service, to which company employees are invited, will be conducted by the Rev. Harry D. Rose, pastor of the Goodyear Heights United Presbyterian Church.

Services at the Litchfield home on Monday will be conducted by the Rev. G. Clarence Lund, rector of the Church of Our Savior, with the Rev. C. Arnold Dockery, minister of the Church at Litchfield Park, Ariz., assisting.

On Sunday, from 4 to 6 p. m., friends may call at the residence.

Many Awards And Honors Bestowed On Litchfield

During his 58-year career with Goodyear, P. W. Litchfield received numerous special awards and honors, not only in the United States but in many foreign lands.

The awards bestowed on him included:

1932—Spirit of St. Louis medal for accomplishments in aeronautics.

1942—Franklin Institute Certificate of Merit for the Life-Guard's contribution to motoring safety.

1946—Honorary Doctor of Science Degree—University of Akron.

1947—Generalissimo Chiang Kai-Shek Scroll for training given Chinese during World War II.

1948—Annual Public Relations Award by National Association of Public Relations Council, for outstanding contribution to public welfare through public relations for 1947 in sponsoring "The Greatest Story Ever Told."

National Order of Southern

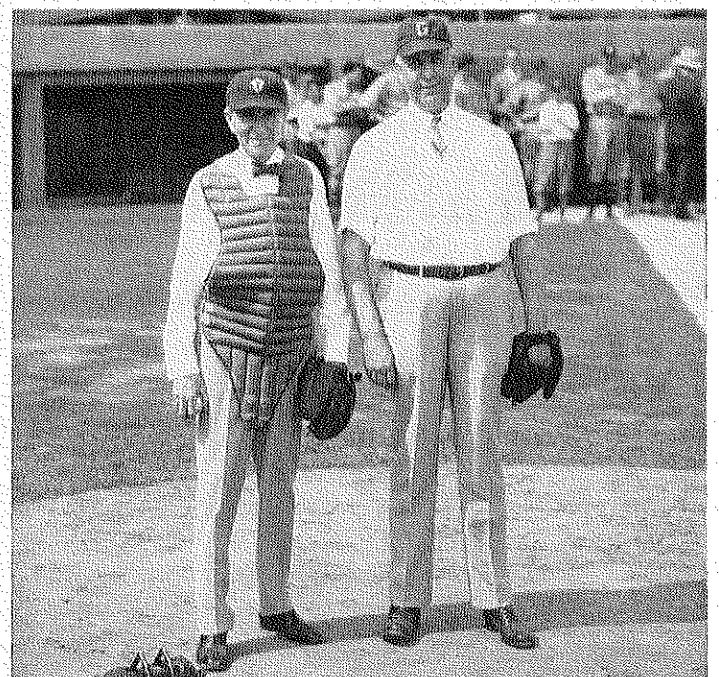
Cross from Brasil, for outstanding contributions to the economic welfare and development of Brasil.

Order of the Sun (Knight Commander) from Peru for contribution to the welfare of Peru.

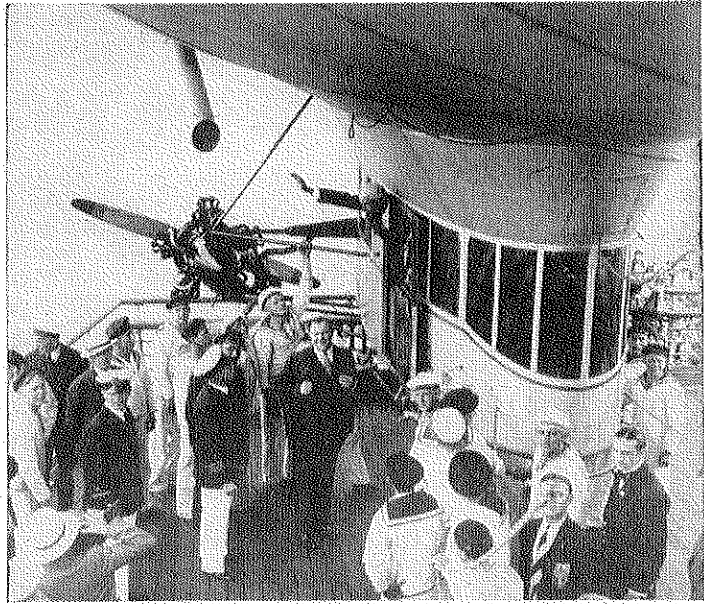
U. S. Air Force award of President's Certificate of Merit in recognition of the outstanding wartime services of Goodyear Aircraft.

1951—Awarded Cross & Title of Grand Officer of the Order of Adolphe of Nassau by the Grand Duchess Charlotte of Luxembourg.

1958—Awarded pin emblematic of his 45 years of leadership in Boy Scout activities on fortieth anniversary of Scout-sponsored program at Goodyear, which he initiated in 1914.



BATTER UP!—In July 1929, P. W. Litchfield and the late Harvey S. Firestone, Sr., formed a "battery" for the first pitch at a baseball game between teams representing Goodyear and Firestone.



'FATHER OF AIRSHIPS'—A memorable moment in the life of P. W. Litchfield was the first landing of a blimp made on a commercial liner. In 1929, while returning from a business trip to Europe on the S. S. Bremen, the Goodyear airship Mayflower landed on the ship's deck to pick him up. He arrived at New York City two hours ahead of his fellow passengers.

Boom At GAC

Litchfield Leads Goodyear Into Wartime Production

Although P. W. Litchfield admittedly was a "tire man," he wasted no time in converting Goodyear's world-wide plants to war production after the attack on Pearl Harbor in 1941.

Within two years, Goodyear's plants were almost entirely converted and Goodyear was recognized as one of the leaders in the manufacture of weapons and equipment which were used to bring victory to America.

Just before the outbreak of World War II, Litchfield had named E. J. Thomas president of the company, hoping to relieve himself of some administrative detail.

But a world aflame with war would not permit it.

Military tires, gas masks, rubber life rafts, bullet-sealing fuel tanks and scores of other military products began to flow from the tire factories in Akron. The new plant at Jackson, Mich., built in 1937 and considered the most modern and efficient tire plant in the world, was converted to manufacture of three-inch anti-tank guns.

Goodyear operated a powder bag-loading plant at Charlestown, Ind., made military products at St. Marys, O., and Lincoln, Nebr., and operated synthetic rubber plants in Akron; Houston, Tex., and Los Angeles—this in addition to its more than 30 regular plants and operations.

When the Japs overran the Malay Peninsula and Dutch East Indies, shutting off most of the world rubber supply, the problem of synthetic rubber production became of vital importance. Cooperating with the rest of the industry, Goodyear played a major part in solving the problem.

A miracle of production occurred at Goodyear Aircraft in Akron. Employment in this subsidiary soared from a mere 40 to 37,000 workers in three years and, beside the giant airdock,

four other gigantic, sprawling buildings were erected. Accomplishments included the building of 138 Naval airships to assist in submarine search, convoy and sea rescue work; 4,000 standard Navy and Marine Corps Corsair fighters of Chance-Vought design and a score of Goodyear's improvements on this design (known as F2G) which enabled remarkable speed and rate of climb; thousands of fuselages, wings, tail surfaces and other parts for the B-29's, B-26's, P-40's, P-38's and P-61's as well as a variety of other military aircraft.

Goodyear Aircraft during World War II ranked as one of the country's ten largest aircraft companies with all wartime contracts totaling more than 45,000,000 pounds of airframe. Litchfield spent as much time at Aircraft in 1943 and 1944 as he did at the tire company.

A monument to his life-long interest in development and research, the \$1,500,000 Goodyear Research Laboratory, equipped with the latest and best equipment for research in rubber, synthetic rubber, plastics and other kindred fields, was opened in June, 1943.

Shortly after reaching three score and ten in July 26, 1945, Litchfield in the company of other rubber executives and State Department officials flew to England to confer with British and Dutch representatives on post-war rubber problems involving both crude and synthetic rubber. He also visited Goodyear plants and investigated conditions and future market potentialities.

Litchfield Founded The Clan

P. W. Litchfield not only was a great industrialist, but also an ardent advocate of close employe-management relations. That undoubtedly was one of the reasons for his success.

As Goodyear continued to grow in its early years, the relationship between management and the employes began to drift apart. In an effort to remedy this situation, Mr. Litchfield established The Wingfoot Clan, which was first published on July 1, 1912.

In an editorial in that issue, Mr. Litchfield wrote:

"Ten years ago we had such a small building and so few employes that it was possible for the superintendent to know and see, almost daily, each man in the factory. This was a fine opportunity for a thorough understanding between the men and the management.

"Our success in the past has brought about great changes. We now have a factory 12 times as large and 25 times as many men. We regret that one of the drawbacks of this great growth is that the personal contact between the management and each employe is no longer possible...."

"On January 1st of this year we established a department of efficiency and welfare to bridge over this increasing gap, and to devote its entire time and energy to promote in a large organization that close understanding, good will and justice between the employes and the management, which exist in small factories. One of the steps in this direction is the establishing of a factory newspaper, of which this is the first issue...."

"The success of our company in the past has been, and in the future will be, due to the ability, loyalty and aggressiveness of every man connected with it, and it owes something to each man in direct proportion to his part in that success...."

"We wish to make conditions in this factory as near right as possible, to make it a desirable place to work, to make each employe feel that he can get as high, or higher, reward for his services here as they will bring elsewhere, and we wish the cooperation of each employe to help carry out this program."

Services At La Loma

Memorial services for P. W. Litchfield were held Thursday evening at La Loma, the Arizona ranch that he had maintained as a winter home for many years. The Rev. C. Arnold Dockery, minister of the Church at Litchfield Park, conducted the services.

Name Active, Honorary Pallbearers For Services

Active and honorary pallbearers for funeral services for P. W. Litchfield have been announced.

Active bearers will be Russell DeYoung, president of Goodyear; Leroy Tomkinson, general superintendent; E. William Topping, president, Topping, Inc.; Frank B. Baldwin, Goodyear Aircraft; Ed M. Eichmann, general manager, Aviation Products Division; Howard L. Ginaven, superintendent, Plant 2; R. L. Miller, assistant secretary of the company, and Ed R. Retzler, secretary to Mr. Litchfield.

Honorary pallbearers from Goodyear are the following:

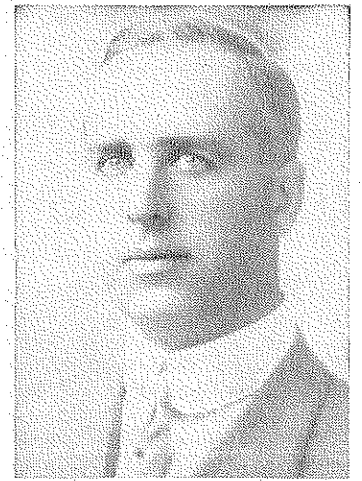
E. J. Thomas, chairman of the board and chief executive officer; P. E. H. Leroy, vice chairman of the board; Victor Holt, Jr., executive vice president; Vice Presidents R. P. Dinsmore, Sam DuPree, F. J. Carter, C. C. Gibson, M. W. Laibe, and O. E. Miles; Z. C. Oseland, treasurer; A. E. Firestone, secretary; H. W. Hillman, comptroller, and F. T. Magennis, president, Goodyear International.

Also serving as honorary pallbearers will be Joseph B. Hall, J. C. Hunsaker, John P. McWilliams, W. A. Patterson, Robert G. Payne, Kenneth A. Spencer, C. F. Stone, John C. Virden and Lewis B. Williams, all members of the Board of Directors; T. A. Knowles, president, Goodyear Aircraft; J. M. Linforth, former vice president, Goodyear; B. A. Polsky, former board member and board chairman, Polsky's; A. G. Cameron, former vice president, Goodyear Export; R. S. Wilson, former executive vice president.

R. C. Berkinkshaw, president and general manager, Goodyear-Canada; E. S. Burke, board chairman, Kelly-Springfield; G. B. Newman, president, Kelly-Springfield; William O'Neil, president, General Tire; Harvey S. Firestone, Jr., board chairman, Firestone; Raymond C. Firestone, president, Firestone; Lee R. Jackson, vice chairman, Firestone.

H. E. Humphreys, Jr., chairman, U. S. Rubber; John W. McGovern, president, U. S. Rubber; John L. Collyer, board chairman, B. F. Goodrich; J. Ward Keener, president, B. F. Goodrich; J. P. Seiberling, board chairman and president, Seiberling Rubber; K. E. Bloch, board chairman, Mohawk; H. M. Fawcett, president and general manager, Mohawk; Ross R. Ormsby,

president, Rubber Manufacturers Association; Ralph F. Turner, president, Akron City Council; Leo Berg, mayor of Akron; Hurl J. Albrecht, president, Board of Trustees, University of Akron; John S. Knight, publisher, Akron Beacon Journal; H. B. Stewart, Jr., board chairman, A. C. & Y. Railroad; L. S. Buckmaster, general president, United Rubber Workers; C. A. Palmer, president, Akron Chamber of Commerce; Congressman William H. Ayres; Lisle M. Buckingham, attorney; Ed D. Viers, member of Goodyear "Old Guard"; and Stanley Woodhead, scout executive, Akron Area Council, Boy Scouts.



P. W. Litchfield
... the "boy super"

Continue Desert Devotionals

Prior to P. W. Litchfield's death, the public relations department had scheduled, at his request, three Desert Devotional services near Litchfield Park, Ariz. Members of Mr. Litchfield's family have decided that these Devotionals should still be held. They are scheduled for March 22, April 5 and April 12. H. G. Wilson, manager of public relations, is at Litchfield Park now arranging these Devotionals.

Affiliations Were Many

P. W. Litchfield was a member of many organizations which he had served either as president or in other offices.

His affiliations included the Akron City Club, Portage Country Club, University Club, Akron Chamber of Commerce, and Board of trustees of the University of Akron.

Mr. Litchfield also was a past president of the Rubber Manufacturers Association, former director of the U. S. Chamber of Commerce and executive board member of the Boy Scouts of America. He also belonged to the Arizona Club in Phoenix, Union Club of Cleveland, Wings Club and National Air Council and Navy League.

Memorial Edition For All Plants

This special memorial edition of The Wingfoot Clan is being distributed to all Goodyear Tire and Goodyear Aircraft employes in Akron and to all employes in the domestic plants and field organization. Goodyearites who ordinarily receive The Triangle, the company's field sales publication, also will receive this special edition.