the WINGFOOT CLAN

Goodyear Atomic Corporation . . . *A Subsidiary of* The Goodyear Tire & Rubber Company

Volume 28 | PIKETON, OHIO | April 1980 | Number 4

NEW group has exhibit at conference

The Goodyear Atomic chapter of Nuclear Energy Women (NEW) sponsored a booth at the recent Business-Industry-Education (BIE) Management Conference at Shawnee State College in Portsmouth. Their exhibit featured various displays and literature about nuclear energy and the Portsmouth gaseous diffusion plant. NEW members behind the table are Beth Garrison (D-581), Landa Clay (D-101) and Angie Strickland (D-131). This was the second year for the BIE Management Conference, which was initiated in 1979 by the Goodyear Atomic Foreman's Club.

Electric autos result in need for tire line

With electric automobiles showing signs of a comeback, Goodyear is supplying tires for the cars for the first time in about 60 years.

The fuel-efficient tires equip the Electrek, a battery-powered automobile marketed by Unique Mobility, Inc., of Englewood, Colo.

Described as the first commercially practical electric car, the reinforced fiberglass vehicle cruises at a steady 40 MPH for 100 miles, has a top speed of 75 MPH and operates at about a penny a mile. It is recharged by plugging it into any outlet overnight.

Electrek is available both as a sedan and a hatchback, and at a price of about $25,000. Unique Mobility expects to sell 100 of the cars this year.

Contributing to the vehicle's economical performance are light-weight, glass-belted Goodyear radials whose design, special tread rubber and an inflation pressure of 35 PSI reduce rolling resistance, a requisite for electrical vehicles.

The tires are forerunners of advanced designs now on Goodyear drawing boards in anticipation of a day when the electric car might recapture the popularity it enjoyed in the early days of the automobile.

Goodyear engineers say that electric car tires of the future will look like today's tires but will be an advanced radial construction with improved rubber in the tread and inflated up to 50 pounds.

And because electric cars accelerate slowly and run at moderate speeds, Goodyear believes it will be possible to reduce the "footprint" and depth of the rubber in the tire's tread.

The result will be a lighter tire that could roll more easily, and contribute to operating efficiency.

New blood card info explained

Employees who donated blood during the January visit of the American Red Cross bloodmobile have received new donor cards.

The donor record on the back of the new card has resulted in some confusion.

The number in the upper left corner indicates the number of units prior to the January visit. The date shown is an additional donated unit. Therefore, add one to the indicated number.

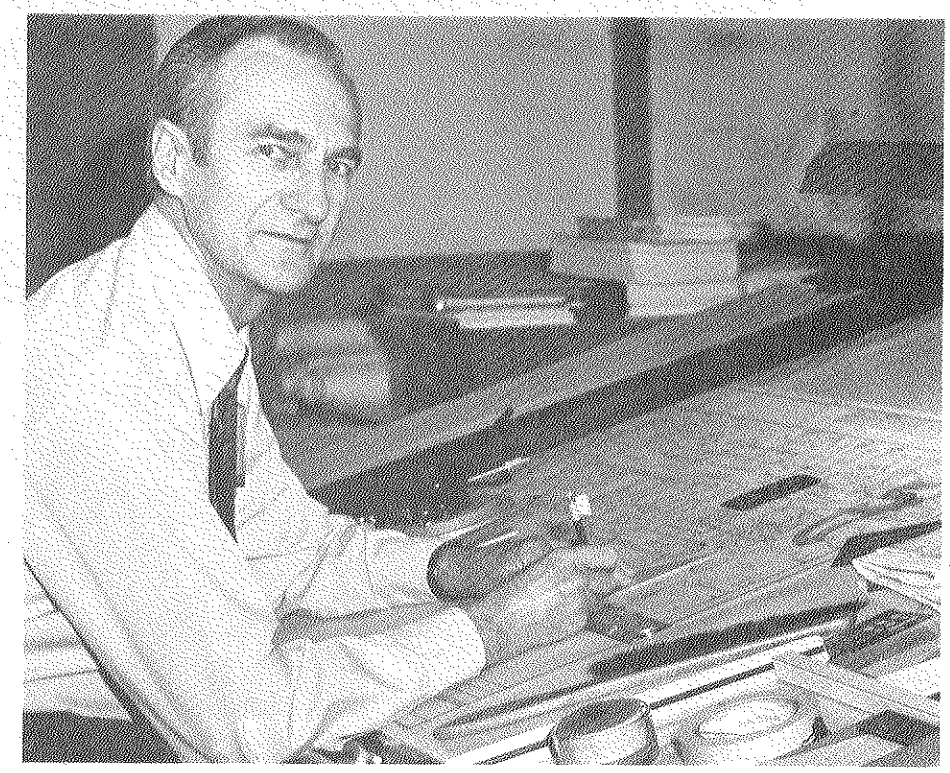
The next visit of the Bloodmobile is scheduled for July 1-2-3, 1980.

GRADUATE PORTRAITS

Sons, daughters or spouses of Goodyear Atomic employees who are being graduated from high school, college, or technical schools this spring will be featured in the June issue of the Wingfoot Clan.

Employees should submit a pocket-size photo of the graduate. Information accompanying the photograph should include the graduate's full name, the name of the school, type of school, name of parent or spouse working at GAT and the department where that person is assigned.

Pictures must be submitted to Public Communications, X-100, M/S 1132, no later than May 21.



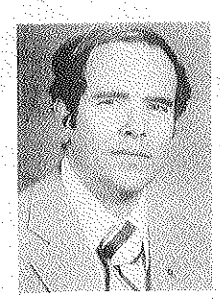
Fred Smith celebrates 30 years of employment

Fred W. Smith, designer in Electrical Engineering (D-011), reached the 30-year employment milestone on April 17. Smith began work with Goodyear Aerospace in 1950 as a technician in research. He came to Goodyear Atomic in July 1975. Smith and wife, Elsiemae, reside near Waverly.

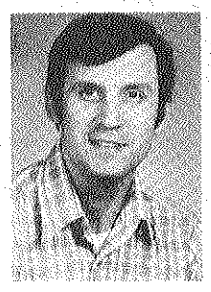
VA info invalid

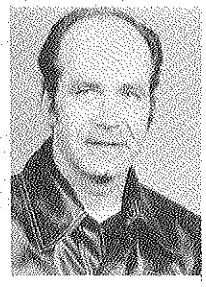
A story which appeared in the March 1980 Wingfoot Clan indicated that World War II veterans were eligible for dividends on their GI Insurance.

The Veterans' Administration recently noted that this information is not valid and that it has experienced recurring problems with regard to its dissemination.


Hortel


Barnett


Cole


Johnson


Mullins

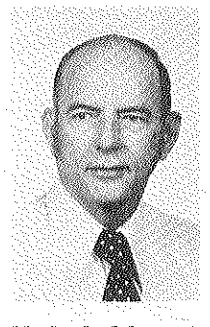

Pyles


Bethel


Grose

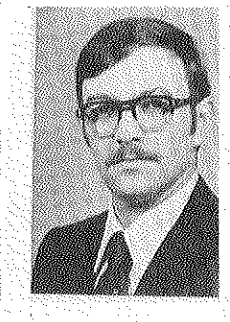

Highland


Cook


Wakefield


Gillespie


White


Hickman

Fourteen employees promoted by Goodyear Atomic

A number of Goodyear Atomic employees have been promoted.

John M. Hortel has been promoted to Section Head, GCEP Civil and Mechanical Engineering (D-661). He reports to Ercolo A. Picciano, supervisor, Centrifuge Site Engineering.

Donald E. Barnett was promoted to Foreman-Maintenance (D-711). He reports to Creed Parrish, general foreman, Electrical Maintenance.

Rennie Cole is now Foreman-Maintenance (D-714), reporting to Charles R. Goodin Jr., general foreman, Utilities Maintenance.

Kenneth B. Johnson and Clarence R. Mullins have been promoted to Foreman-Maintenance (D-712). They report to Arthur E. Fischer, general foreman, Instrument Maintenance.

William H. Pyles has become General Foreman, Power Operations (D-851), reporting to Stanley J. Bednarczyk, supervisor.

Robert I. Bethel has been promoted to Foreman, Process Area (D-821). He reports to William T. Durbin, general foreman.

Richard O. Grose has become Foreman, Process Area (D-811), reporting to Elwood Cook, general foreman.

Lorel J. Highland has been promoted to Foreman, Process Area (D-814). He reports to William E. Wills, general foreman.

All of the above were effective March 1.

Elwood Cook became General Foreman, X-333 Building (D-811), effective March 16, reporting to Robert S. Martin, X-333 supervisor.

Charles B. Wakefield has been promoted to Cascade Coordinator. In a related move, Stanley O. Gillespie and Howard L. White were promoted to Assistant Cascade Coordinator. The moves were effective March 16. Each reports to J. R. Thompson, supervisor, X-300 Building (D-817).

Thomas J. Hickman has been promoted to Foreman-Maintenance (D-714), effective April 1. He reports to Thomas H. Barker, general foreman.

Retirees

Retirement has been an event for six Goodyear Atomic employees in recent weeks. Each had recorded more than 25 years of service to the Company.

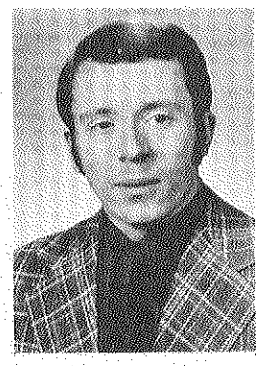
William M. Oberle, Waverly, electrician 1/C (D-711), retired for health reasons effective February 1 after more than 26 years of service.

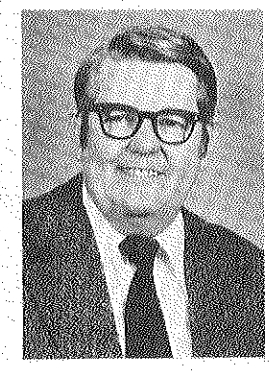
Two employees elected to take early retirement effective March 1 after more than 25 years of employment. They are Arthur D. Smith, Chillicothe, electronic maintenance (D-713); and Carl D. Evans, Waverly, maintenance mechanic 1/C (D-714).

Louis J. Homer, McDermott, converter maintenance (D-725), retired for health reasons effective March 1 after more than 26 years of service.

Harold E. Kelley, Chillicothe, superintendent, Power and Utilities (D-850), elected to take early retirement effective April 1 after more than 27 years of service to Goodyear Atomic.

Willard J. Brame, Minford, quality control inspector (D-911), elected to take early retirement effective April 1 after more than 26 years of service.


Stone


Owens

Stone, Owens and Parker receive Company promotions

Albert A. Stone has been promoted to Supervisor, Production Engineering (D-841), effective March 1. He reports to Charles F. Harley, superintendent, Production Engineering and Services.

Stone joined Goodyear Atomic in 1970 as a member of the Technical Squadron. Most recently he was a staff engineer in Power and Utilities.

Stone has a degree in chemical engineering from Grove City College and is presently working toward an MBA at Ohio University-Chillicothe.

Howard L. Owens has been promoted to Supervisor, X-330 Building (D-812). He reports to Robert M. Zeek, superintendent, Cascade Operations. The move was effective March 16.

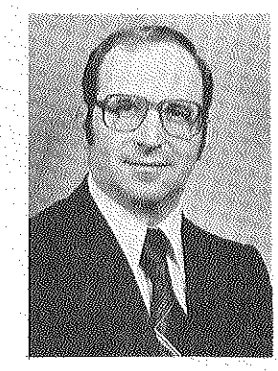
Owens joined Goodyear Atomic in October 1953 and has worked in various capacities in plant process operations. Most recently he was cascade coordinator.

Owens attended The Ohio State University. Prior to joining Goodyear Atomic he was employeed by Burroughs Corporation.

Ronald E. Parker has been appointed Supervisor, Accounting department (D-341), effective April 1. He reports to Richard L. Settle, assistant manager, Finance division.

Parker joined Goodyear Atomic in 1969. He has served as actinig supervisor since December 1.

Parker has a degree in business administration from Morehead State University.


Parker

DOE FEATURE:

One of a Series

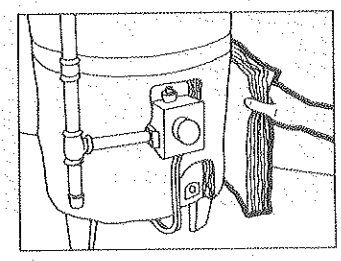
$5 Energy Investment Yields $20–$70 Return

Today's energy-saving suggestions from the U.S. Department of Energy cost less than $5. Together, they can save $20 to $30 per year in homes with gas water heaters, and $45 to $70 with electric heaters.

These savings are based on costs of 5 cents per kilowatt hour for electricity and 37 cents per therm for gas.

Cutting the Losses Off at the Tank

A good way to save money is to add an extra layer of insulation around the outside of the water



heater tank to cut heat loss. This should save $20 a year for electric water heaters, and about $10 a year for gas. You can buy enough regular foil-backed insulation and tape to do this job for less than $5.

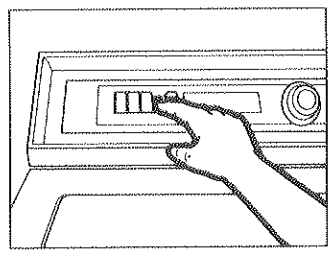
Wrap the insulation so that it completely encircles the tank and also covers the top. It goes around the tank like gift wrapping on a package — the shiny foil on the outside. Seal the seams with duct tape. A circle can be cut for the top and attached to the insulation on the sides of the tank with tape.

Cover all exposed surfaces of the tank, except for certain critical areas that must be left free to "breathe." On electric water heaters it is best not to cover the drain faucet, the thermostat access panel, or the relief valve that comes out of the top of the tank. On gas water heaters, a crucial warning must be heeded: Do not cover air inlets, pipes, controls, relief valves, or the flue at the top of the heater.

If you are unsure about the various crucial openings on gas and oil water heaters, you can buy a manufactured insulation jacket kit with holes precut for the critical areas. It is also important that the insulation be affixed to the tank so that it can't slip and cover the openings later. A mistake here could cause a fire or even an explosion.

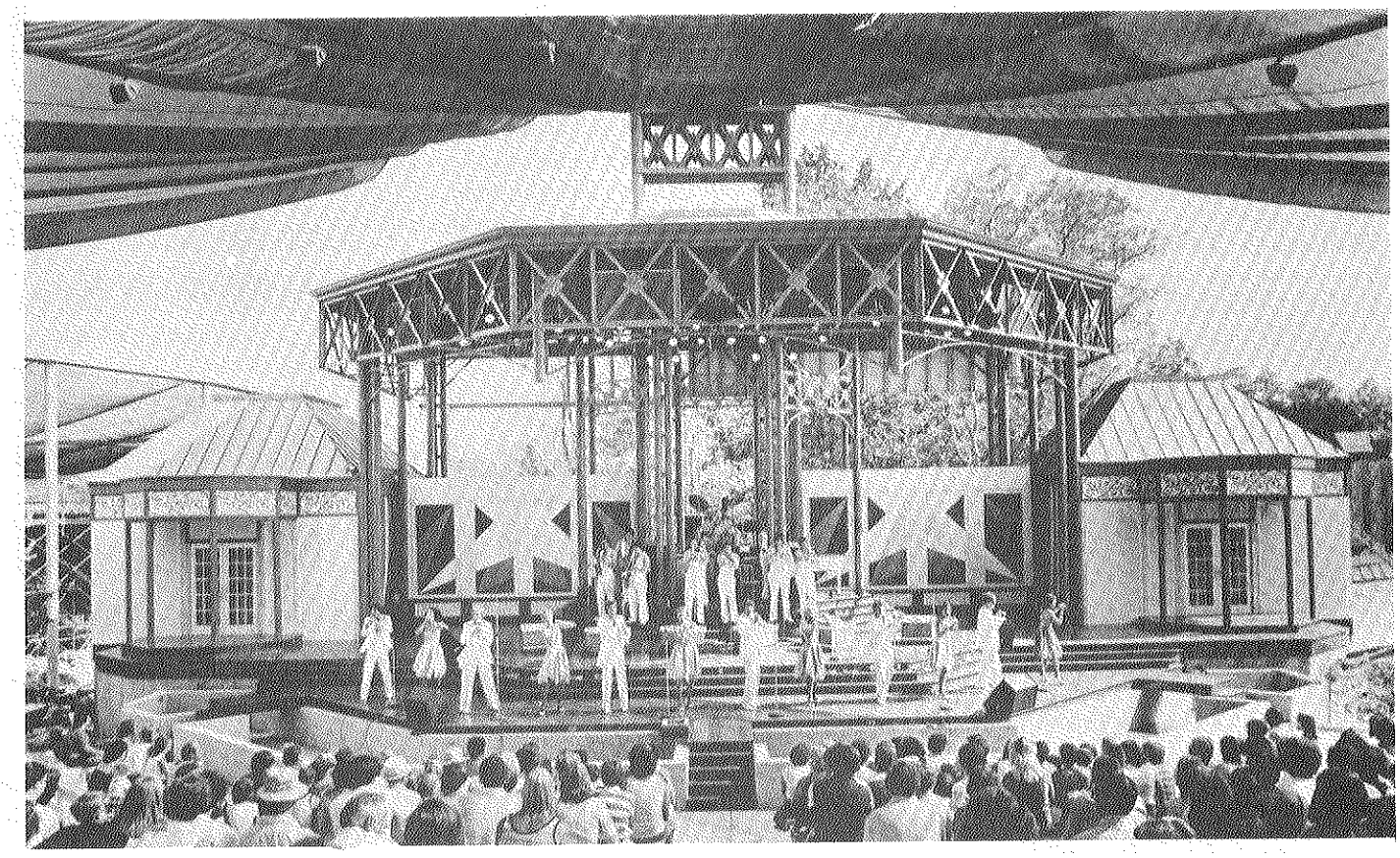
Cooling the Wash

A switch to a lower temperature on the washing machine can have a major impact on utility bills. It takes about 35 gallons of water to do a full wash and rinse, or about 17 gallons for each cycle. How much of that water is hot depends on which button you push. A hot wash and warm rinse combination, the highest setting on most machines,



requires 25 gallons of hot water. A load a day on such a setting, for electric water heaters, could easily cost $100 a year. Changing the rinse water to cold, which experts say does not affect the results of the wash, will save 8 of those gallons per day, or $25 a year. By changing the wash setting from hot to warm, you could save another $25. If you have a gas water heater, the savings would be $10 a year for each strategy.

To increase the savings even further, use a cold water detergent, and wash and rinse with cold water. You may be well satisfied with the cleaning results.



Kings Island site for 1980 GAT employee picnic

International Showplace, the new 1800-seat outdoor amphitheater at Kings Island family entertainment center, features a sparkling 25-minute revue entitled "Music Hit Parade." The show is performed by 12 talented young singers and dancers and a 10-piece orchestra. The theater is located near the Eiffel Tower. Kings Island is located on I-71, 20 miles north of Cincinnati, and is the location for the 1980 Goodyear Atomic employee picnic on Saturday, June 7.

GCEP contracts are awarded in recent weeks

Several contracts have been awarded recently for the Department of Energy's new gas centrifuge enrichment plant.

William Cargile Constructions, Inc., of Cincinnati, has been awarded a $2.7 million contract for the construction of the Stone and Webster Engineering Corporation's office building. Work consists of construction of a one-story prefabricated metal building of approximately 45,000 square feet.

Ison's Tractor Sales, Piketon, was awarded a $97,800 contract to furnish personnel, hand tools and equipment necessary for the maintenance of mobile transportation equipment. Ison's started work under the one-year contract on February 25.

The Okonite Company, Cincinnati, was awarded a 1.4 million contract to furnish and deliver a 345,000 volt high-pressure oil-filled pipe-type underground cable system for electrical transmission. Final delivery is scheduled for April 1981.

Phelps Dodge Cable & Wire Company of Ann Arbor, Mich., has been awarded a $433,619 contract to furnish and deliver approximately 188,000 feet of single-conductor shielded 15 kV aluminum electrical cable which will be used to distribute power throughout GCEP.

Bechtel Corporation, San Francisco, is the apparent low bidder on a contract for construction of the floor modules for Process Building X-3001. The bid was one of seven received; after review of all bids, DOE will award the contract. Work in the contract consists of furnishing labor, equipment and material to fabricate structural steel floor modules (centrifuge supports), and the furnishing of labor, material and equipment to install train foundations and process area floors. The Bechtel bid was $14.9 million.

Electrical Constructors, Columbus, was the apparent low bidder on a contract for installing a 345 kV underground transmission system. The bid of $1.7 million was one of six received by DOE.

OBITUARIES

John F. Skinner Jr., 61, Waverly, March 15. Skinner was an electrical foreman in D-733 and had recorded more than 25 years of service to Goodyear Atomic.

LuCretia A. Hurt, 57, Chillicothe, March 16. Wife of Nathan H. Hurt Jr., general manager of Goodyear Atomic Corporation.

Captola B. McLaughlin, 78, Portsmouth. March 24. Mother of Shirley L. McLaughlin (D-331).

Fuel cells developed to reduce Indy fire hazard

With at least 27 new cars in various stages of construction, the 1980 Indianapolis 500 promises to be one of the most interesting races in years.

And, with the help of Bill Ludwick and his team of fuel cell builders, this year's 500-mile classic promises to continue the trend toward elimination of post-crash fuel fires, traditionally the greatest enemy of race car drivers.

No car equipped with Goodyear's crashworthy fuel cells, mandated in all new Indy-type cars built since 1974, has experienced a major post-crash fuel leak on the 2½-mile Indianapolis track.

"Most of this year's new cars will have an added advantage," said Ludwick. Goodyear's chief fuel cell engineer. "They're designed with a single, centrally located fuel cell in place of several interconnected cells scattered around the chassis."

Central placement of a single 40-gallon fuel cell, behind the driver and in front of the engine was dictated by the new "ground effects" design, which aerodynamically channels air under the car to create a partial vacuum or suction force between car and track.

"By having a single large cell instead of several smaller ones, the fuel system is greatly simplified," Ludwick said. "Another benefit of ground effects is that the centrally located cell is surrounded on all sides by impact-absorbing bodywork."

Each cell is fitted with "dry-break" fitting whose cutoff valves automatically snap shut if a line is broken to prevent fuel from pouring out of the cell.

The technology for racing fuel cells emerged from Goodyear's pioneering work during the Viet Nam conflict when the company developed crashworthy fuel systems that all but eliminated post-crash fires in military combat helicopters.

"Our records show that in hundreds of helicopter crashes since 1970 there have been no deaths by fire reported in craft equipped with our crashworthy fuel system," Ludwick said.

Each Goodyear cell is hand fabricated to fit the contours and design of a specific car. A cardboard mockup made from scale drawings is covered with a 30-gauge gum rubber and two piles of 24-ounce, rubber-impregnated nylon fabric.

After the cell is vulcanized the cardboard is removed by soaking it in hot water.

Fuel cells are tested several times during construction. New construction techniques are tested by dropping a full cell from a 65-foot tower.

Last May at Indy, Danny Ongais, Tom Sneva, Bill Alsup and several other drivers destroyed their cars on the Speedway's unforgiving concrete retaining walls.

There were some bruises and sore muscles, to be sure. But no more than a few drops of fuel were spilled.

If this generation of Indy drivers seems less concerned with thoughts of fire than in years past, there's a good reason.

Bull Ludwick and crew have helped slay the dragon.

Crashworthy fuel systems built by Goodyear have all but eliminated fire as a hazard from the Indianapolis 500 auto race. Bill Ludwick, Goodyear's chief fuel cell engineer, is shown with cells designed for the new "ground effects" cars which will compete in this year's race.

25 Years

Four Goodyear Atomic Corporation employees reached the 25-year milestone in April.

William A. Levier, Technical division, began work with Goodyear on April 4, 1955.

Alva R. Sagraves, Safeguards & Security division, looked back 25 years from April 6 to the beginning of his employment.

Robert L. Etling, Production division, began work on April 13, 1955.

Arthur G. Boggs, Maintenance division, came to work for Goodyear on April 20, 1955.

National organization promotes detector use

The majority of home fires occur between midnight and 8 a.m., according to the National Fire Protection Association. Many of these fires burn up to half an hour before detection, often killing residents in their sleep. Some 8,671 people died in fires in 1978. For this reason, says the association, no home should be without one or more smoke detectors.

Automobile companies issue oil check notice

If you buy gasoline at self-service gas stations, don't forget to check the engine's oil level, auto manufacturers say. At such stations, attendants rarely perform this service. Driving with the oil even a quart low increases engine wear, causing major problems over a period of time.

Recreation Corner

- *Individuals interested in playing as a regular or substitute in the Thursday Chillicothe Goodyear Men's Golf League should contact Fred P. Mellinger, D-924, X4057.*
- *The GAT Tuesday Nite Golf League at Skyline Course, Waverly, will be forming for play commencing May 6.*

Those interested in playing as a regular or substitute should contact Bill Hartley in D-421 or Lou Bickett in D-811 as soon as possible.

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